

Del Mar Mesa Specific Plan



Del Mar Mesa

Specific Plan



Prepared by
City of San Diego
Planning and Development Review
202 C Street, MS 4A
San Diego, CA 92101



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Del Mar Mesa Specific Plan

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Introduction

I. INTRODUCTION

A. PURPOSE OF THE PLAN

The Del Mar Mesa Specific Plan (Plan) is the City of San Diego's (City) adopted statement of policy for growth and regulations for development of the Del Mar Mesa planning area, one of five subareas designated by the North City Future Urbanizing Area (NCFUA) Framework Plan. The Plan proposes new land use designations, establishes development regulations to permit the allocation of density to more developable portions of the community and establishes open space boundaries consistent with the City's proposed Multiple Species Conservation Program (MSCP). The Plan also identifies necessary public services and facilities such as schools, parks, libraries, roads, water, sewer and drainage facilities and public safety needs.

B. PLAN ORGANIZATION

The Plan consists of goals, policies and regulations for specific land use elements that are contained in the plan. Sections I through III are intended to provide policy for the area, while Section IV, Implementation, is intended to be regulatory. Land use maps and figures are also provided throughout the text of the document to further illustrate Plan recommendations.

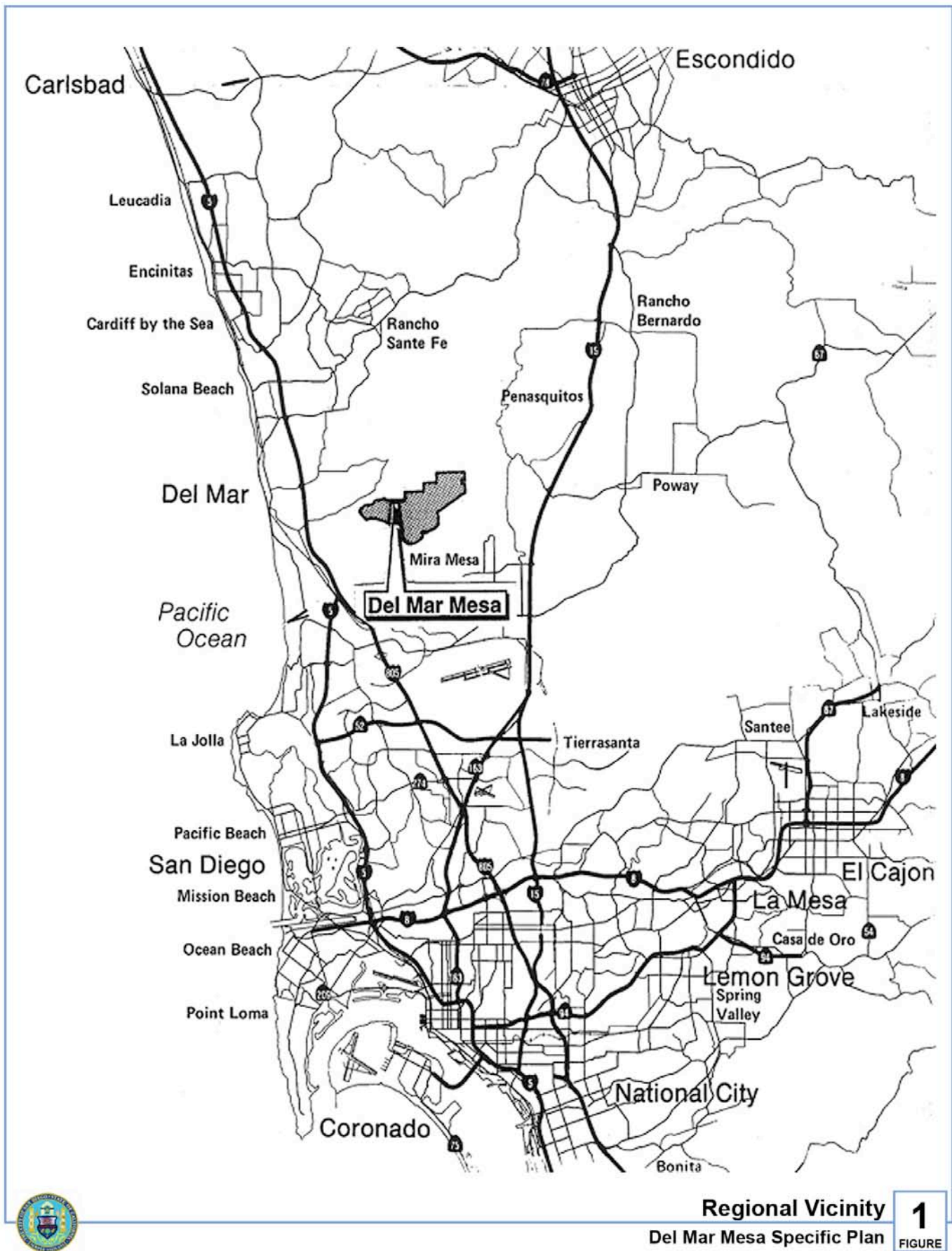
The Plan is organized as follows:

I. Introduction describes the purpose and organization of the Plan.

II. Planning Context is a discussion of the history of the Del Mar Mesa and the physical, legal, and planning framework within which the Plan was prepared.

III. Elements of the Specific Plan serve as the framework for defining land use policies for future development and preservation of lands throughout the Del Mar Mesa, and they include:

- a. Land Use - Discussion of development area, total number of units and allocation of density. Also addresses the resort hotel, golf course and affordable housing program.
- b. Multiple Species Conservation Program (MSCP)/Open Space - Discussion of the Multi-Habitat Planning Area (MHPA) and Urban Amenity Open Space, criteria for adjustment of open space boundaries and permitted uses and design guidelines for areas in and adjacent to the MHPA.



- c. Community Facilities - Discussion of schools, parks, libraries, police, fire, solid waste, power, and water, sewer and drainage facilities.
- d. Circulation - Discussion of designated road alignments, classifications, standards and alternative transportation modes such as bicycling, hiking and equestrian use.
- e. Community Design - The community design guidelines establish goals for future development, identify policies to guide development and describe in more specific detail policy implementation throughout the plan area.
- f. Coastal - Describes Coastal Zone areas within Del Mar Mesa, and the relationship of the specific plan to the North City Local Coastal Program.

IV. Implementation outlines the relationship of the Del Mar Mesa Specific Plan to the Framework Plan and General Plan; process for further California Environmental Quality Act (CEQA) review; ordinance changes to implement the specific plan, general and site specific development regulations; applicability of the Resource Protection Ordinance; resource management regulations; facilities financing and fees; open space acquisition program; and transportation phasing.

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Planning Context

II. PLANNING CONTEXT

A. PLAN AREA

1. Location, Physical Characteristics, and Current Uses

The community of Del Mar Mesa consists of 2,042 acres located approximately 20 miles north of downtown San Diego, four miles inland from the Pacific Ocean and approximately equidistant from Interstates 5 (I-5) and 15 (I-15). Del Mar Mesa is located in the North City Future Urbanizing Area (NCFUA) and is identified as Subarea V in the NCFUA.

A large portion of the eastern end of the community is in a natural state and includes several trails. Currently, the community is served by one main unimproved road, formerly known as Shaw Ridge Road. This road has been renamed Del Mar Mesa Road and is in the process of being paved and widened to 50 feet of right-of-way, including 28 feet of pavement, a ten-foot multiuse trail and a six-foot parkway. Del Mar Mesa Road will extend from Carmel Country Road to the eastern portion of the development area in the community. The western portion of the community includes a completed 18-hole golf course, existing residential development and the grading and construction for residential units to be located around the golf course. No sewer or water easements exist in Del Mar Mesa, although there are approximately 25 residences. Most zoning in the community is AR-1-1, or one dwelling unit for every ten acres, although about ten percent of the community is zoned AR-1-2, or one dwelling unit for each acre. The northern and the southern portions of the community are located within the state of California's Coastal Zone.

The western portion of Del Mar Mesa is characterized by a golf course and open space in Shaw Valley and custom single-family homes located primarily in the north, along Del Mar Mesa Road. The eastern portion of the Del Mar Mesa is characterized by relatively undisturbed stands of dense chaparral punctuated by sections of coastal sage scrub and scrub oak woodland. Several equestrian facilities are located along Del Mar Mesa Road in this area, and a 200-foot-wide San Diego Gas and Electric (SDG&E) transmission line easement traverses the southern edge of Del Mar Mesa, turning northward, and crossing Deer Canyon.

The elevations in the community range from approximately 125 feet above mean sea level (AMSL) at the western most boundary, to approximately 440 feet AMSL in the southern portion of Del Mar Mesa, overlooking the Los Peñasquitos Canyon Preserve. Regional access to the site is provided by I-5 via the partially built segment of State Route 56 (SR-56), with entry through the northwestern corner of the community on Carmel Country Road.

2. History

Historical sites within Del Mar Mesa represent components of a farming settlement in the late 1800s and early 1900s. Visual reminders of the former agricultural settlement include remnants of eucalyptus groves and scatters of surface artifacts. Although farmsteads were widely spaced throughout this area, the early settlers shared community interests based on social and economic endeavors. Carmel Valley provided the main avenue of travel and transportation to Del Mar, which was the nearest community. With completion of a railway passing through Del Mar in the early 1880s, the local farmers were provided with a means of transporting goods to a broader market than that offered by sea transport.

The 1884 United States Geological Survey (USGS) map reveals that much of the land adjacent to and within Del Mar Mesa was owned by members of the McGonigle family. Buildings and features associated with the McGonigles include a house, cabin, fence, field and county road. Evidence of additional settlement by 1891 is provided by school records available for the years 1891 through 1910. Certain family names that appear consistently in the Soledad District records during the early years are Knecktel, Nieman (aka Neimann and Niemann), Barnhardt, Rimbach, Mecklenseck, Davies, and Ginter. With several exceptions, the location of dwellings associated with these families has not been determined.

The Knecktel, Mecklenseck, and Neimann families proved to be long-term residents of the area. All were associated with farming activities in Shaw Valley and on Del Mar Mesa. Three generations of Knecktels have farmed Carmel Valley and Shaw Valley and several members of the family continue to live in the area. The Mecklensecks farmed land in Shaw Valley and on the mesa. As with other farmers in the area, they practiced dry farming and in later years had an egg business which remained in operation until 1984. The Neimanns built their home on Del Mar Mesa in 1895. They were among the first in this area to plant orchards on their farmstead. A 1928 aerial photograph depicts the orchards to the north and northwest of a complex of buildings. The Neimann home remains intact as a component of the Carmel Valley Ranch.

In the 1950s, there appears to have been a brief endeavor to establish communal living on Del Mar Mesa. Also, during the 1950s, the City of San Diego developed a program in concert with landowners, to build dams to reduce flooding in Carmel Valley. Many of the dams have since been destroyed. In the 1960s and 1970s, the general area attracted a number of horse farms which are now well-established.

3. Surrounding Land Use

Existing land uses to the west, northwest, east and southeast of the Del Mar Mesa consist of existing and planned residential areas in the communities of Carmel Valley, Torrey Hills (formerly Sorrento Hills) and Rancho Peñasquitos.

Development within these planned communities is primarily suburban in nature and largely comprised of single-family homes on 5,000-square-foot lots, townhomes, condominium complexes and apartments. These communities also include supportive land uses such as community centers, retail centers, commercial offices, schools and other public facilities.

To the south is the Los Peñasquitos Canyon Preserve which runs in a west-to-east direction between Del Mar Mesa and Mira Mesa. To the north of Del Mar Mesa, the land areas identified by the Framework Plan as Subareas III and IV, known as Pacific Highlands Ranch and Torrey Highlands, respectively, have both been shifted to planned urbanizing by a majority vote of the people.

The Torrey Highlands Subarea Plan includes 2,693 residential dwelling units, 35 acres of commercial space, a 45-acre mixed-use center, improved and unimproved trails, two neighborhood parks and elementary, middle and high schools. The Pacific Highlands Ranch Subarea Plan includes 5,182 residential dwelling units, a 34-acre mixed-use core, improved and unimproved trails, a library, elementary, junior and high schools and a transit center.

The western portion of SR-56 is partially built to the northwest. This major roadway is planned for extension in an east-west direction across the communities of Pacific Highlands Ranch and Torrey Highlands. Ultimately, it will connect I-5 to I-15, from Carmel Valley to Rancho Peñasquitos and provide an east-west linkage between these two north-south interstates.

4. Land Ownership

Del Mar Mesa is broken into approximately 130 Assessor's Parcels comprising 2,042 acres held by over 60 separate owners (see **Figure 30**). Of these ownerships, the smallest area held is one acre and the largest is 358 acres. Median ownership is 15 acres. At the time the specific plan was adopted in 1997, a total of 551 acres were held by public agencies (the City of San Diego owned 432 acres, the County of San Diego 29 acres and the state of California 89 acres), which represented more than 25 percent of the community (see **Table 5**). Since the date of adoption, additional land has been purchased for the purposes of conservation and mitigation. The U.S. Fish and Wildlife Service now owns 52 acres and the rights to approximately 20 acres were acquired by private entities for the purpose of mitigation. Included within City ownership is the 251 acres, known as the park-trade parcel, which was conveyed to the City of San Diego in the mid-1990s. Additionally, SDG&E holds an easement on ten acres of land located in the area zoned AR-1-2. San Diego Gas and Electric purchased the easement as off-site mitigation.

5. Zoning

Approximately 240 acres in the central part of Del Mar Mesa are zoned AR-1-2 which permits a maximum density of one dwelling unit/acre (see **Figure 24**). Approximately 1041 acres are zoned AR-1-1 and may be developed at a density

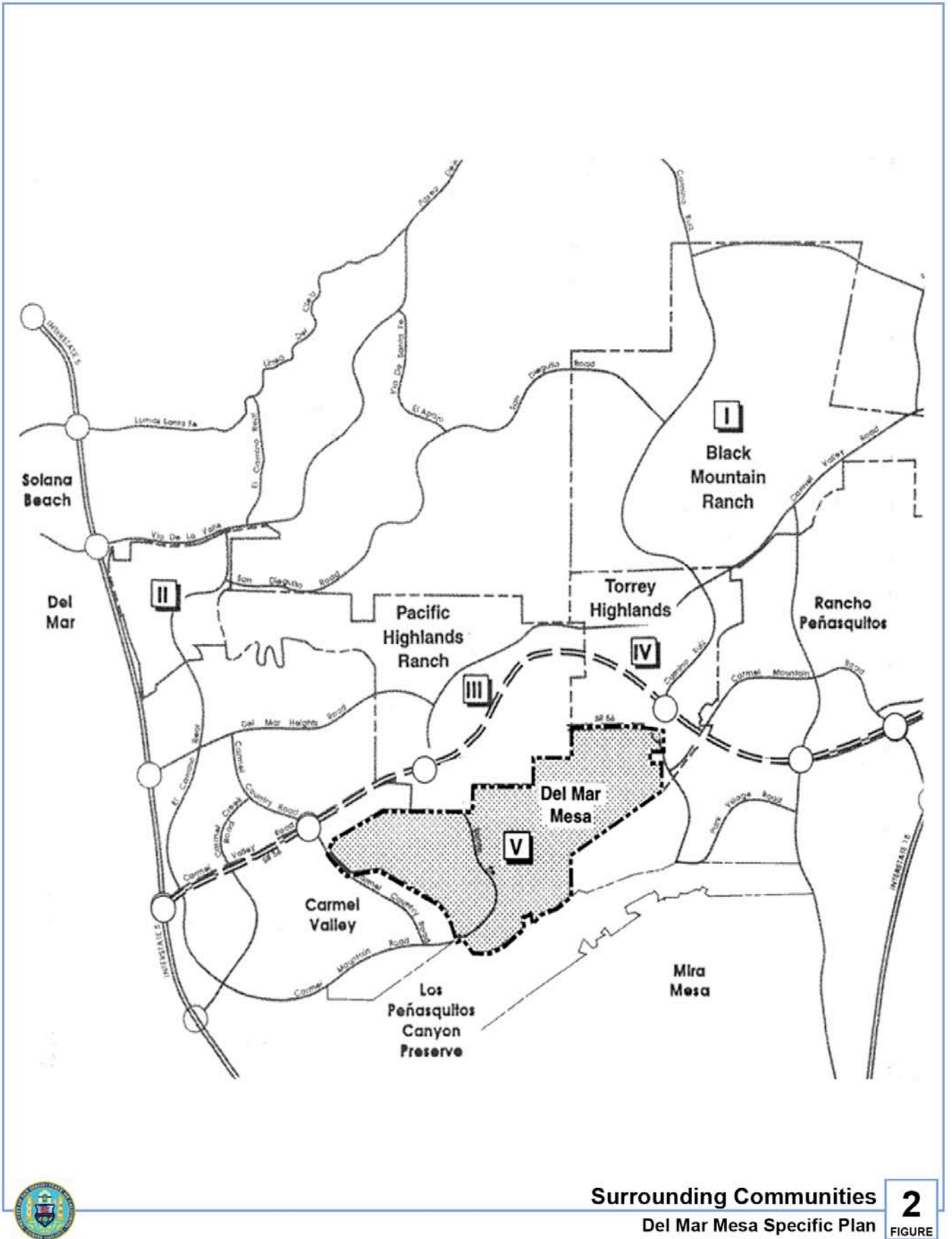
of one dwelling unit per 2.5 acres. The remainder of the community is zoned AR-1-1, located within the area designated for Resource Based Open Space, and may be developed at a density of one dwelling unit per ten acres on the least sensitive portion of the site.(see **Figure 24**)

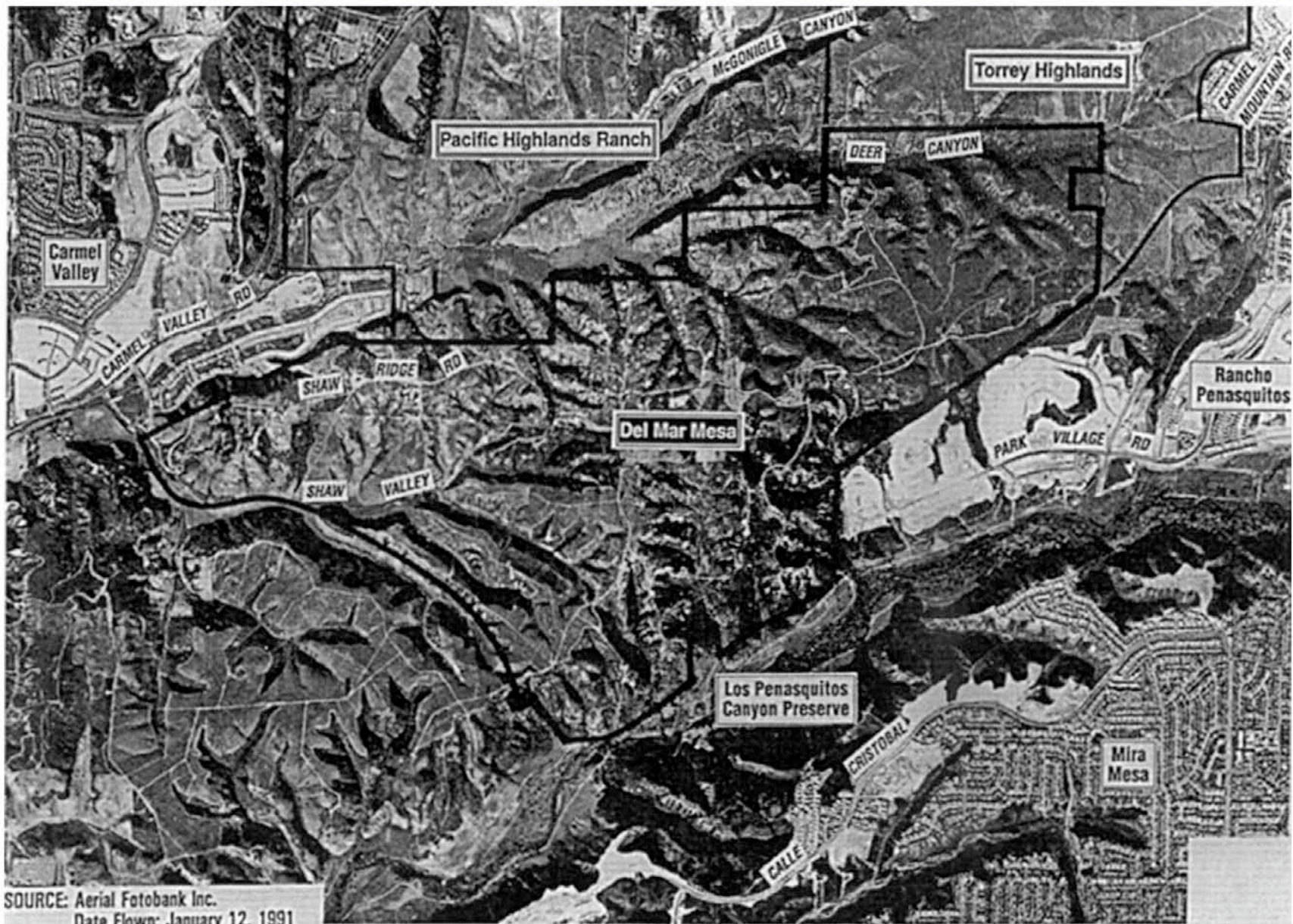
Part of Del Mar Mesa is also within the Hillside Review Overlay Zone (HR) and areas in the north and south of the community are located within the Coastal Zone (**Figure 24**). Upon the adoption of the Del Mar Mesa Specific Plan by the California Coastal Commission on August 13, 1997, the city assumed coastal permit authority for all areas located in the Coastal Zone within the Del Mar Mesa community.

6. Marine Corps Air Station (MCAS) Miramar Noise

The eastern open space/rural residential portion of the Del Mar Mesa community is located under the Julian departure corridor for the Marine Corps Air Station (MCAS) Miramar. While development in the community is considered compatible with flight operations, some residents may experience concern over aircraft noise and over-flight. Occupants will be frequently over-flown by military aircraft and will experience varying degrees of noise and vibration. These concerns can be partially mitigated through noise attenuation to applicable standards, adherence to the approved and established flight corridors by MCAS Miramar and by full disclosure of flight operation impacts.

On occasion, MCAS Miramar may operate 24 hours per day, seven days a week. In deference to local communities, however, operations are normally scheduled from 7:00 a.m. to midnight during the week and from 7:00 a.m. to 7:00 p.m. on weekends. The military reserves the right to fly prior to or past normal operating hours to fulfill mission requirements.





SOURCE: Aerial Fotobank Inc.
Data Flown: January 12, 1991



Aerial Photograph
Del Mar Mesa Specific Plan

3
FIGURE

B. PLANNING HISTORY AND REGULATORY FRAMEWORK

1. City's Growth Management Program

In 1979, the Progress Guide and General Plan (General Plan) established a tiered growth management system to encourage the revitalization of the urban core while growth and development in outlying areas would be phased and sequenced in accordance with the availability of public facilities and services. This system classified the entire City as Urbanized, Planned Urbanizing, or Future Urbanizing.

The Future Urbanizing Area consisted primarily of land that was vacant and zoned A-1 (primarily for agricultural uses), and was intended to be released for urban development only when the Urbanized and Planned Urbanizing areas were sufficiently built out pursuant to the relevant guidelines and policies in the General Plan. As part of the overall growth management program, the third tier—the Future Urbanizing Area or FUA—was established as an urban reserve, an area intended for future planning and development. The City's objectives in the urban reserve, therefore, were to avoid premature urbanization, to conserve open space and natural environmental features and to protect the fiscal resources of the City by precluding costly sprawl. The General Plan also recommends the permanent retention of rural, resource based and open space uses where appropriate.

In 1985, the citizens of San Diego voted to approve the "Managed Growth Initiative" (Proposition A), which applies to all lands designated as FUA on August 1, 1984. Proposition A requires voter approval to "phase shift" land from the Future Urbanizing Area designation and voter approval to ease development restrictions in the FUA. Proposition A does allow the City Council to amend regulations affecting land within the FUA, provided that the amendments are neutral or more restrictive in terms of permitting development.

The North City Future Urbanizing Area (NCFUA) is divided into five subareas. Del Mar Mesa is identified as Subarea V. Most of Subareas I, III and IV, Black Mountain Ranch, Pacific Highlands Ranch and Torrey Highlands respectively, have all been shifted to planned urbanizing by a majority vote of the people. In addition to Del Mar Mesa, Subarea II and small portions of Subareas I, III and IV have not been shifted to planned urbanizing and remain in the North City Future Urbanizing Area.

2. Framework Plan

On October 1, 1992, the City Council adopted the Framework Plan for the North City Future Urbanizing Area as an amendment to the General Plan. The Framework Plan designates a range of residential densities, mixed uses, public facility requirements and substantial open space areas. Because of the residential densities and types of land uses designated, approval of a phase shift by the voters was necessary to implement much of the Framework Plan.

The Framework Plan envisioned low-density residential development for Del Mar Mesa, with densities ranging from .8 dwelling units/gross acre in the northwest quadrant of the subarea to .2 dwelling unit/gross acre in the southwest quadrant (see **Figure 4**). A small local mixed-use center was also shown which included multifamily development. The eastern half of the Del Mar Mesa was designated as open space. A total of 840 dwelling units (550 single-family and 290 multifamily) were shown for Subarea V in the Framework Plan. An alternative recommendation of the FUA Citizen's Advisory Committee was also approved by the City Council which allocated 1,200 dwelling units to the subarea. The intent of the Council was to reconcile these two numbers in the subsequent subarea planning process.

The Framework Plan required the preparation of detailed subarea plans for each of the five subareas before development can occur. A specific plan, consistent with existing General Plan and Framework Plan policies, was prepared as an alternative to preparing a subarea plan and to obtaining a phase shift from future to planned urbanizing. A majority vote of the people is required in order to phase shift land from future to planned urbanizing and to allow an increase in the intensity of uses permitted in the community. The specific plan addresses the necessary requirements to achieve densities greater than one dwelling unit/ten acres as specified in Section 2.5f of the Framework Plan, while not increasing the intensity of uses permitted in the community.

The General Plan, Guidelines for Future Development, recommends the categorization and designation of environmentally sensitive lands in the Future Urbanizing Area. In response to this, the Environmental Tier mapping effort was initiated for the North City Future Urbanizing Area. This involved gathering data on numerous environmental and land use factors, transferring the data onto maps and entering the data into a computerized Geographic Information System. A rating was assigned to each category of data and multiple overlays of assorted data led to analysis of environmental factors. Although it was not accomplished at a detailed scale, the analysis of these overlays led to the adoption of the Environmental Tier, as the Open Space Element for the Framework Plan. The Environmental Tier, as designated by the Framework Plan, identified lands containing significant sensitive resources, including biologically and culturally sensitive areas, floodplains, unique landscape features and significant topography; and identified corridors for wildlife movement, as well as other open space connections to link major parks, reserves and significant resource areas.

The Framework Plan recommends that the Environmental Tier be protected through purchase, conveyance to a public agency or nonprofit land trust, or via other restrictions that limit development and use.

The Framework Plan is the overall policy document for Del Mar Mesa while the specific plan is intended to provide further detail regarding implementation of this plan. The Del Mar Mesa Specific Plan establishes development standards for the community. In cases where the specific plan is silent, the San Diego

Municipal Code and the Framework Plan shall provide development regulations, standards and policies for the community. Wherever the policies or development standards of the specific plan differ from the Framework Plan, the Del Mar Mesa Specific Plan shall take precedence.

3. Del Mar Mesa Specific Plan

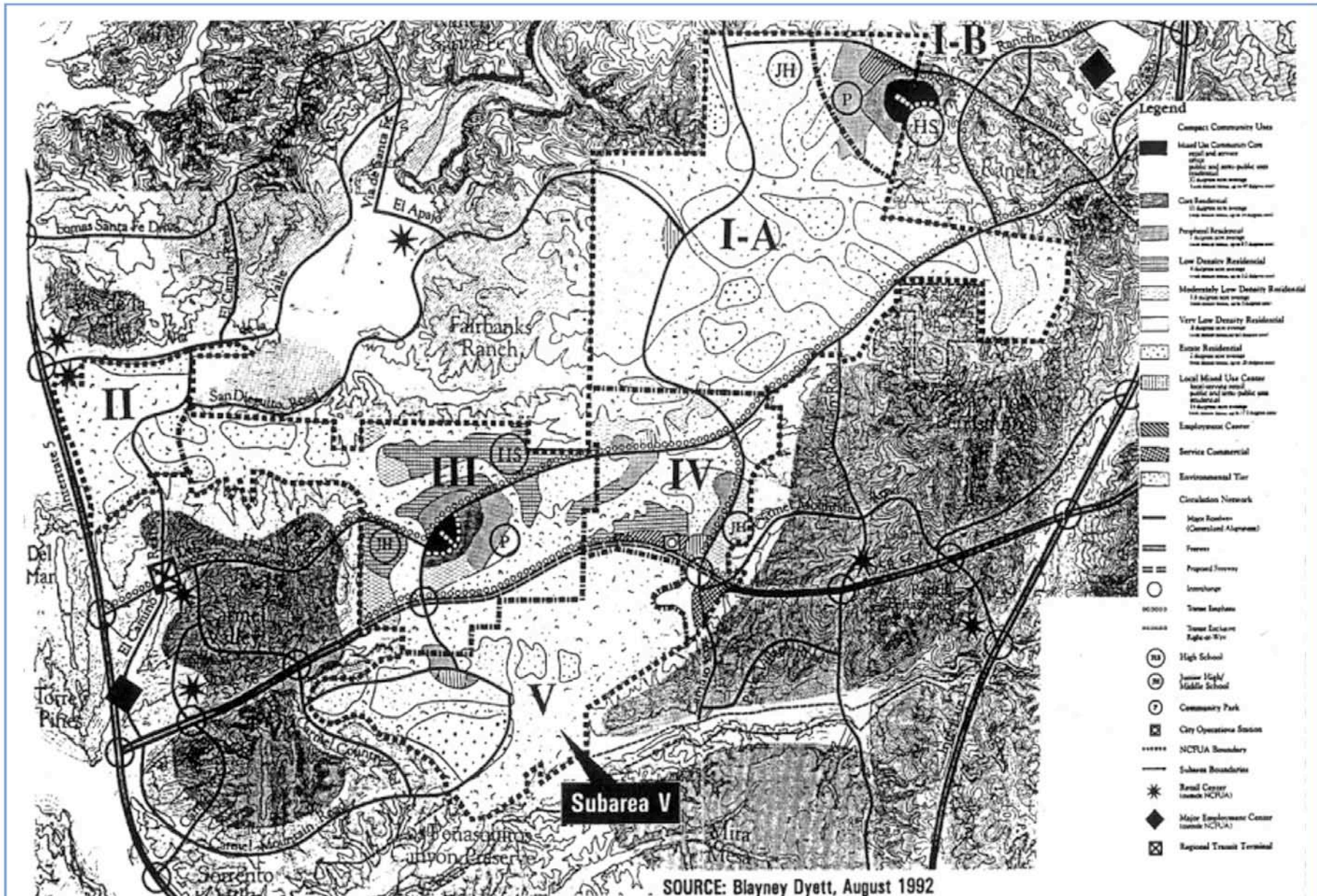
In March 1994, the City Council approved the placement of a phase shift vote for areas in the Future Urbanizing Area, including Del Mar Mesa, on the June 1994 general election ballot. This phase shift measure was rejected by the voters. In response, City staff, Del Mar Mesa property owners and citizen groups met in the fall of 1994 to explore alternatives that would allow economically feasible development and maximize the retention of an interconnected open space system without the need for a phase shift prior to implementation.

As a result of the failure of the ballot measure, and property owner input, City staff recognized that comprehensive planning in the NCFUA faced a highly uncertain future, and proposed, therefore, the specific planning process as an alternative to subarea plan preparation required by the Framework Plan. Ultimately, the City Council directed City staff to assume the lead in the preparation of a specific plan. The Del Mar Mesa Specific Plan was originally adopted in 1997 and amended in 2000.

Since the failure of the 1994 ballot measure, three subareas have been shifted to planned urbanizing by a majority vote of the people. These subareas, Subareas 1, 3 and 4, will now urbanize in a manner consistent with the Framework Plan and the adopted subarea plans.

4. Multiple Species Conservation Program (MSCP)

Since the adoption of the Framework Plan (and the Environmental Tier) in 1992, the City's resource planning efforts largely involved the development of the Multiple Species Conservation Program (MSCP), a joint regional habitat conservation plan between the City, the County of San Diego and ten other municipalities in southwestern San Diego County. Implementation of the MSCP will maintain bio-diversity throughout the San Diego area, minimize or avoid species extinction and create a new, streamlined process at the local level as a replacement for certain federal and state permits. The City has completed the planning effort to identify core biological resource areas and corridors targeted for conservation and, has entered into an implementing agreement with the federal and state wildlife agencies to ensure implementation of the resource conservation plan and habitat Preserve. The **MSCP/Open Space Element** of the Del Mar Mesa Specific Plan was developed in conjunction with the planning effort for the MSCP Subarea Plan, which was adopted in 1997.



NCFUA Framework Plan

Del Mar Mesa Specific Plan

4

FIGURE

Elements of the Specific Plan

III. ELEMENTS OF THE SPECIFIC PLAN

A. LAND USE

The policies of the General Plan and the Framework Plan apply to Del Mar Mesa, with the exception of those that require a phase shift to implement. In addition, Council Policy 600-29 provides guidelines for development within the FUA. The General Plan goals for the FUA are to "avoid premature urbanization, to conserve open space and natural environmental features and to protect the fiscal resources of the City by precluding costly sprawl and/or leapfrog development." The overall goal for Del Mar Mesa is as follows:

GOAL: TO PRESERVE THE RURAL CHARACTER OF DEL MAR MESA WHILE ACCOMMODATING CLUSTERED DEVELOPMENT AND THE PRESERVATION OF OPEN SPACE

Approximately 685 dwelling units are permitted within Del Mar Mesa based on the Planned Development Permit (PDP) provision which allowed a maximum of one dwelling unit/four acres for the AR-1-1 areas and the AR-1-2 zone, which permits a density of one dwelling unit per acre. (See **Table 2**). The existing AR-1-1 zoning would have allowed a maximum of one dwelling unit per four acres under the rural cluster option of the Planned Residential Development permit. In order to preserve a large, contiguous open space area in the eastern part of the community, the density was planned for the western portion of the community at a rate of one dwelling unit per 2.5 acres. The areas zoned AR-1-1 in the eastern portion of the community have a maximum density of one dwelling unit per ten acres and no longer have the option to develop under the rural cluster alternative of one dwelling unit per four acres. The number of dwelling units that may be permitted in the community may be reduced as properties and their associated rights are purchased in the Resource Based Open Space area located in the eastern portion of the community. Additional units could be accommodated in the community using the Affordable Housing Density Bonus provision of the Municipal Code. The Del Mar Mesa Specific Plan proposes to concentrate this development on the western half of the Del Mar Mesa where use will be characterized by low-density residential development. Virtually the entire eastern half of Del Mar Mesa is intended for possible open space acquisition and accommodation of limited development consistent with the underlying zoning. **Figure 5** shows the overall development program for the Del Mar Mesa.

1. Development Area

The Del Mar Mesa Specific Plan defines the core development area in the western half of Del Mar Mesa. Within this area, substantial structural development as well as major and minor roads are expected to occur. Almost all of the development in the Del Mar Mesa will consist of very low-density residential development falling into the Estate Residential category. In addition to residential development, the Del Mar Mesa Specific Plan also designates a golf course and a resort hotel within the southwestern portion of the community.

**TABLE 1
LAND USE**

LAND USE	ACREAGE
Estate Residential (includes hotel)	563.0 ac.
Open Space	1270.4 ac.
Resource Based	208.6 ac.
Urban Amenity	
TOTAL	2042.0 ac.

2. Residential Land Use

While the principal use will be large-lot single-family homes, other kinds of residential development (e.g., clustered single-family dwellings or companion units) will be allowed pursuant to a planned development permit. Due to the rural nature of the community and the desire to preserve natural and undisturbed open space rather than artificial, usable open space, the open space per dwelling unit required by the planned development permit shall not apply to Del Mar Mesa. A planned development permit may be used to achieve more units on a site designated as Estate Residential provided that the additional density is achieved by including density transferred from a site within Del Mar Mesa and designated as Resource Based Open Space. The site providing the additional density must be designated for Resource Based Open Space, would no longer have density associated with it and would be conserved by either easement or dedication to the City. The **Implementation** and **Community Design Element** sections in this Plan identify both general and site-specific development regulations for parcels within the Del Mar Mesa.

Table 3 outlines the dwelling unit allocation for Del Mar Mesa. This is summarized below:

- a. Parcels designated for Open Space/Rural Residential development are assigned a maximum of one dwelling unit per ten acres consistent with the underlying zoning and may be considered for open space acquisition.
- b. Areas zoned AR-1-2 designated for development would retain the current density and could develop to a maximum of one dwelling unit/acre.
- c. Parcels in City ownership are designated as Resource Based Open Space and are not proposed for any development. Parcels in federal, state and county ownership, and City enterprise fund departments that are zoned AR-1-1, are assigned a maximum of one dwelling unit/ten acres.
- a. Approximately 415 dwelling units are assigned to parcels zoned AR-1-1 that are all or partially designated as Estate Residential. This equates to a maximum of one dwelling unit/2.5 acres for the areas designated for Estate Residential. Approximately 190 units are assigned to parcels zoned AR-1-2 and designated for Estate Residential. The maximum density for both zones is calculated over the gross area of the parcel with development intended to be located on all or a portion of the site designated for development.

TABLE 2
DEL MAR MESA - LAND USE ACREAGES

LAND USE AREAS	ACREAGE		TOTAL
	AR-1-1	AR-1-2	
Private parcels designated for Estate Residential	1041.9 ac.	190.2 ac.	
Private parcels designated for Rural Residential and possible Open Space acquisition	358.4 ac.	30.1 ac.	
Publicly-owned open space	531.4 ac.	20.0 ac.	
Subtotal	1931.7 ac.	240.3 ac.	
Portions of ownerships that extend outside Del Mar Mesa	-130.0 ac.		
TOTAL	1801.7 ac. ³	240.3 ac.	2042 ac. ³

Total Dwelling Units Potentially Permitted Without a Phase Shift

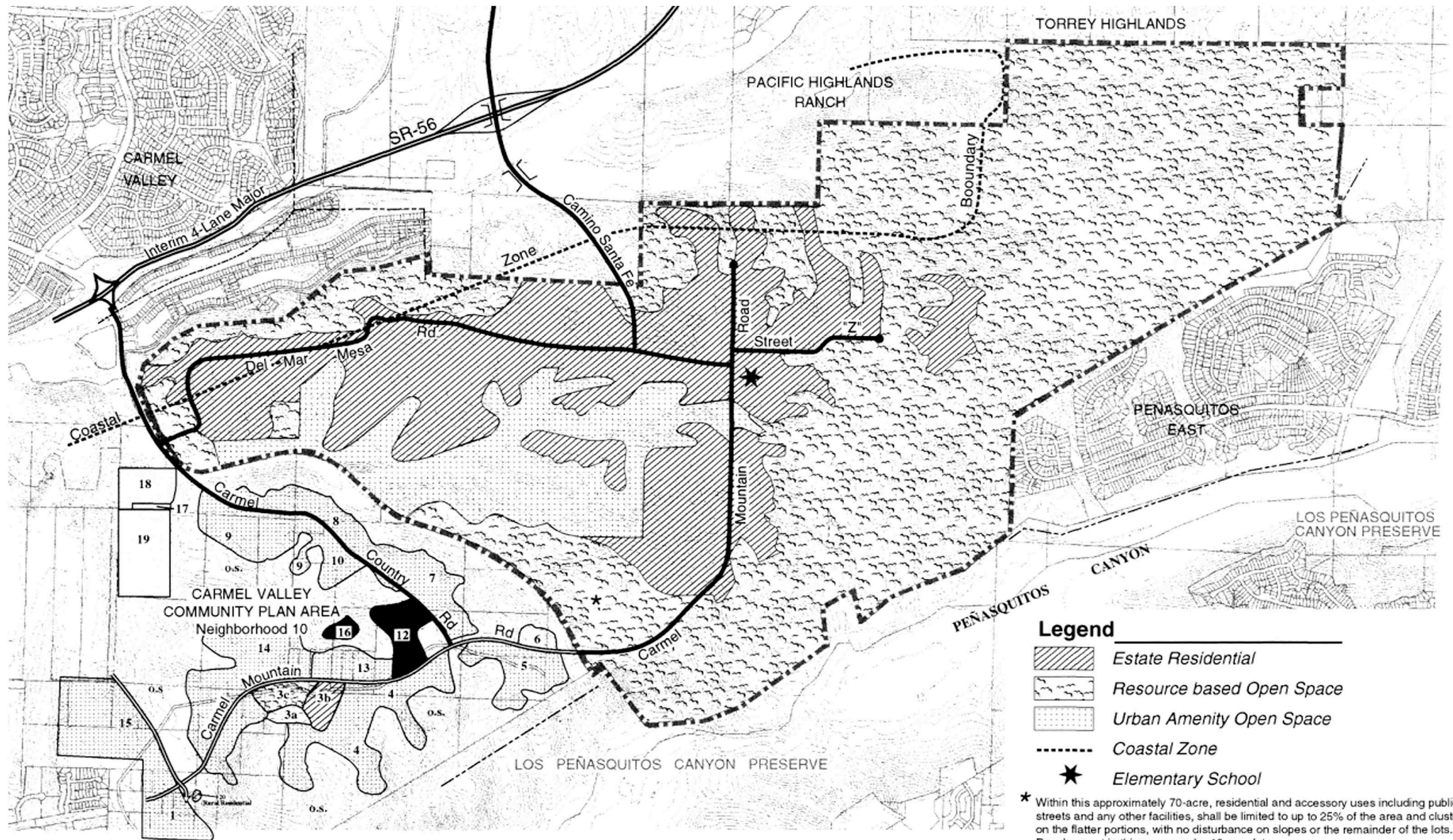
1781.7 ac. @ 1du/4ac	= 445 du's ¹
240.3 ac. @ 1du/ac	= 240 du's
Total	= 685 dwelling units^{2,3}

1. One 20-acre parcel was purchased for mitigation prior to August 1, 1984, the effective date of Proposition A. Development rights associated with this parcel are ineligible for reallocation, reducing the total AR-1-1 zoned acreage on which potential density reallocation is calculated from 1801.7 acres to 1781.7 acres.
2. Additional units could be achieved in Del Mar Mesa under the Affordable Housing Density Bonus provision of Municipal Code.
3. Since the adoption of the Del Mar Mesa Specific Plan, on July 30, 1996, 95.6 acres have been conserved either by purchase or easement for the purpose of conservation and mitigation. The units associated with this acreage will not be eligible for relocation, reducing the total AR-1-1 zoned acreage on which potential density allocation is calculated from 1781.7 acres to 1686.1 acres.

**TABLE 3
DWELLING UNIT ALLOCATION**

LAND USE AREAS	AR-1-1 ZONE		AR-1-2 ZONE		TOTAL
	ACREAGE	DUs	ACREAGE	DUs	
Private parcels designated for Estate Residential	1041.9 ac.	415 du's (1du/2.5a ¹)	190.2 ac.	190 du's	605 du's
Private parcels designated for Rural Residential and possible Open Space acquisition	358.4 ac.	35 du's	30.1 ac.	30 du's	65 du's
City-owned	412.8 ac.	4 du's ²	20.0 ac.	0 du's	4 du's
Publicly-owned - other jurisdictions	118.7 ac.	11 du's	0 ac.	0 du's	11 du's
TOTAL		465 du's		220 du's	685 du's³

1. Development rights equal to nine dwelling units are reallocated from ownership area 50 to area 70, contingent on Council approval of Carmel Valley Neighborhood 8A development agreement, or a similar agreement. Transfer of these units reduces the total number of dwelling units available for allocation to 406, yielding a density of one du per 2.5 gross acres in areas zoned AR-1-1 with development shown.
2. Density is allocated to City enterprise fund departments according to the existing AR-1-1 zoning. This includes one 17.5-acre parcel owned by the Environmental Services Department (APN 306-050-11) and two parcels totaling 30 acres owned by the Metropolitan Wastewater Department (APN 306-050-07, 21).
3. Since the adoption of the Plan on July 30, 1996, 95.6 acres have been conserved either by purchase or easement for the purposes of conservation and mitigation. The units associated with this acreage will not be eligible for relocation, reducing the number of the total AR-1-1 zoned acreage on which potential density allocation is calculated from 1781.7 acres to 1686.1 acres.



3. Affordable Housing

The City of San Diego's "Consolidated Plan" documents the City's need for affordable housing. The plan states that nearly 107,000 very-low and low-income households in San Diego would require assistance for their housing to be affordable. The lack of affordable housing is not only a social issue affecting communities but also has a negative impact on the local economy. Providing housing opportunities affordable to those working in low-wage jobs benefits the City as a whole.

To help address its need for affordable housing, the City encourages the provision of affordable housing opportunities throughout its many communities, in part, through Council Policy 600-19 concerning balanced communities and through the Future Urbanizing Area Affordable Housing Requirement contained in the City's PDP regulations and addressed further in the North City Future Urbanizing Area Framework Plan.

Although Del Mar Mesa is likely to include many small residential developments with residents relying on services located outside the area, development plans which primarily call for large homes on large lots suggest that household help may be desired to care for the house and grounds. Furthermore, the resort hotel and golf course both provide relatively low-wage employment opportunities. It is clear that affordable housing provided in Del Mar Mesa will help address the needs created in the community and contiguous areas.

Residential development in Del Mar Mesa must provide for affordable housing as required of all such development in the FUA. However, property owners are permitted to meet the affordable housing requirement off-site, if desired, due to the rural character and the small size of developments proposed for the Del Mar Mesa. The requirement specifies that residential development projects must provide housing affordable to low-income families as certified by the San Diego Housing Commission. This requirement can be fulfilled by the following:

- a. The provision of units through new construction or acquisition, equivalent to ten percent of units in the proposed Del Mar Mesa project, for occupancy by, and at rates affordable to households earning no more than 65 percent of median area income, adjusted for household size, located on-site or off-site within the City boundaries, as certified by the San Diego Housing Commission. The affordable units must remain affordable for the life of the unit and should be phased proportionate to development of the market-rate units within the Del Mar Mesa project; or
- b. Dedication of land of equivalent value to a. above, located within the City boundaries, as certified by the San Diego Housing Commission; or
- c. Developers may, at the discretion of the City, satisfy the requirements of the FUA affordable housing program by paying an in-lieu fee to the City's NCFUA Affordable Housing Trust Account an amount of money equivalent

to the cost of achieving the level of affordability required by the Del Mar Mesa affordable housing program as determined by the San Diego Housing Commission. The in-lieu fee requirement shall be included as a tentative map condition, where applicable and collected at the time of issuance of building permits; or

- d. Developers of projects within Del Mar Mesa of ten or fewer units, or for larger projects subject to the restrictions specified below, seeking to fulfill the requirement on-site, may do so through the provision of accessory unit(s). Accessory units within Subarea V shall be subject to the CUP requirement and development standards in Municipal Code Section 101.0512 or subsequent amendments. However, the provisions that CUPs only be issued in R-1 zones, Section F. (Suspension of Companion Unit Regulations) and G. (Exclusion of Companion Units in the Coastal Zone) shall not be applicable to the Del Mar Mesa Specific Plan area. Restrictions on occupancy of these units in the above code section may be deviated from subject to certification by the Housing Commission. It is the intent of this specific plan that occupancy of these units be limited to eligible low-income households earning no more than 65 percent of median area income at affordable rental rates. For projects greater than ten units, the number of accessory units shall not exceed 30 percent of the above affordable housing requirement.
- e. Within the Coastal Zone, increased density achieved through provisions of state law mandating density bonuses shall not result in greater encroachment in designated Resource Based Open Space or augmentation of any circulation element road beyond what is adopted in the Plan.

4. Horses and Horse Stables

The Del Mar Mesa community is one of the few areas that is planned to remain rural or semirural in the City of San Diego. The Plan and the underlying zoning requires that the community develop consistent with agricultural zoning. The primary uses and amenities in Del Mar Mesa will consist of single-family residential on larger lots, hiking and equestrian trails, horse stables and a resort hotel and golf course. Currently, the community has scattered single-family residences, horse stables, a series of informal hiking and equestrian trails and large open spaces. Many of the residents of Del Mar Mesa keep horses on their property and it is anticipated that some of the residents of the new developments will desire to keep horses on their properties or in the stables that are located in the community. The ability to maintain horses on residential property is unique in the City of San Diego and should be preserved in rural communities such as Del Mar Mesa.

The City of San Diego Municipal Code contains regulations for the keeping of horses in Section 44.0308. Horses shall be permitted in Del Mar Mesa as long as they comply with these regulations, which state the following:

No person shall bring or maintain within the City any horse, unless

- (a) the number of dwelling units within a one-fourth mile wide belt surrounding the corral, pasture or stable within which the horse is kept, is less than 300 units; and*
- (b) 10,000 square feet of such stable, pasture area or corral or combination thereof is provided for up to two (2) horses with an additional 5,000 square feet for each horse in excess of (2); and*
- (c) no residence or dwelling unit exists except such as are owned, maintained or occupied by the owner of such horses within a 75-foot wide belt surrounding the stable, corral or pasture within which such horse is kept.*

In order to reduce the conflicts that may be associated with future development, all projects shall disclose to prospective residents that Del Mar Mesa is a semirural community which allows residents to maintain horses and/or horse stables on their property.

5. Resort Hotel and Golf Course

On March 26, 1996, a majority of the voters of the City of San Diego approved Proposition C, which amended the City's General Plan to allow the City Council to consider a request for a Conditional Use Permit (CUP) for a 300-room resort hotel in the community of Del Mar Mesa. The CUP was approved by the City Council and the resulting project consists of a 300-room resort hotel, an 18-hole golf course and 134 residential dwelling units.

B. MULTIPLE SPECIES CONSERVATION PROGRAM (MSCP)/OPEN SPACE

Since the adoption of the Framework Plan (and the Environmental Tier) in 1992, the City's adopted resource planning efforts largely involved the development of the MSCP. As a regional habitat conservation plan, the MSCP was designed to address habitat needs for multiple species and includes a preserve designed to address the preservation of natural communities for an 885-square-mile area in the jurisdictions of 11 cities and a sizeable portion of the unincorporated County of San Diego.

The ecosystem of southwestern San Diego County consists of a diverse assemblage of vegetation communities/habitat that supports a wide array of plant animal species. These native vegetation communities are considered sensitive by federal, state and local jurisdictions because they have been severely reduced in distribution as a result of urbanization. Some of these vegetation communities occur only within San Diego as well as the U.S. distribution of component sensitive plant and animal species. Implementation of the MSCP is expected to maintain biodiversity throughout the San Diego area, minimize or avoid species extinction and create a new, streamlined process for the issuance of federal and state permits.

Del Mar Mesa is included in the Northern Area of the City's MSCP Subarea Plan. It is part of the Los Peñasquitos Lagoon and Canyon/Del Mar Mesa core biological area. This core biological resource area encompasses one of the few intact natural open space areas in coastal San Diego County that is still linked to larger expanses of habitat to the east, hence, its tremendous significance. Del Mar Mesa contains core habitat area on the Del Mar Mesa north of the Los Peñasquitos Canyon Preserve in addition to linkages containing disturbed lands and habitat leading toward Carmel Valley and Carmel Creek.

The Plan is consistent with the MSCP Plan and incorporates the MHPA (see **Figure 6**). The Del Mar Mesa open space system is shown on **Figure 7** and on **Exhibit A**, which was adopted concurrently with the specific plan.

The Plan designates the core biological resource areas and sufficient wildlife linkages for preservation within the MHPA of the MSCP (**Figure 6**). Additionally, the Plan identifies four categories of open space based on conservation potential and planned use (**Figure 7**). The open space categories area described below:

1. Publicly-Owned Open Space

At the time that the Plan was adopted in 1997, approximately 551 acres were owned by the City, County, federal or California Department of Transportation (Caltrans) within Del Mar Mesa. This property is designated as Resource Based Open Space in the Plan.

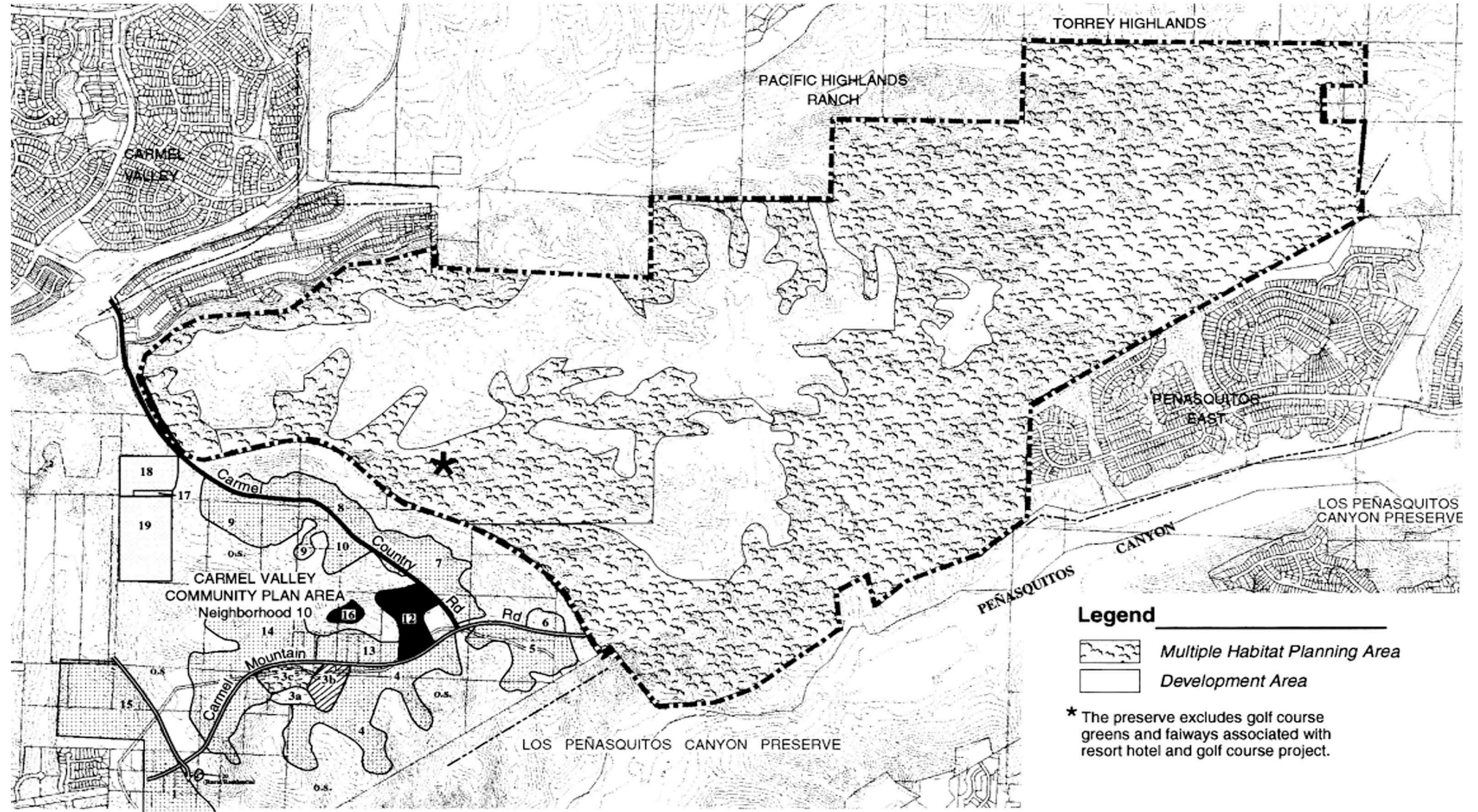
Since the original adoption of the Plan in 1997, additional land or land rights have been purchased for the purposes of conservation and mitigation. Approximately 95 acres have either been purchased or conserved with easements for conservation and mitigation. This includes approximately 52 acres purchased by the U.S. Fish and Wildlife Service, approximately 18 acres acquired by the City of San Diego and approximately 20 acres conserved by private entities to mitigate for off-site impacts.

The majority of this land is comprised of several large contiguous parcels which form the entire southeastern border of the subarea. Because this area is adjacent to the Los Peñasquitos Canyon preserve, it serves visually and biologically as an extension of this preserve and adds substantially to this regionally significant open space system.

A portion of the open space in Del Mar Mesa also lies within the San Diego National Wildlife Refuge and contains highly sensitive vernal pool habitat. The purpose of the National Wildlife Refuge is to protect and manage key native habitats for several endangered, threatened and rare vernal pool species. A portion of the Refuge is concurrently in public ownership and additional lands may be purchased from willing sellers.

2. Open Space/Rural Residential Area

A total of 388 acres are designated in the easternmost portion of Del Mar Mesa as Open Space/Rural Residential (see **Figure 7**). This area is contiguous to the previously acquired open space lands and is proposed for acquisition, thereby further extending the major open space block which encompasses the entire eastern half of the Del Mar Mesa. When all lands are acquired, this area will represent the largest undisturbed native environment in the entire 12,000-acre NCFUA. These parcels are proposed for acquisition in the Framework Plan and, because of their combined size and undisturbed quality, may be the single most important component within the entire open space system within the NCFUA. More detail regarding the open space acquisition program is contained in the **Implementation** section of this Plan.



Multiple Habitat Boundaries
Del Mar Mesa Specific Plan

6
FIGURE

**TABLE 4
OPEN SPACE SUMMARY**

OPEN SPACE AREAS	ACREAGE
Publicly Owned Land ¹	551.4 ac ¹
Open Space/Rural Residential	388.5 ac
Open Space Acquisition (Exactions/Mitigations)	330.5 ac.
Urban Amenity Open Space	208.6 ac.
TOTAL	1479.0 ac.

1. Since the adoption of the Del Mar Mesa Specific Plan, additional land has been purchased for the purposes of conservation and mitigation. Approximately 95 acres have either been purchased or conserved with easements for the purposes of conservation and mitigation, including approximately 52 acres purchased by the U.S. Fish and Wildlife Service, approximately 18 acres acquired by the City of San Diego and approximately 20 acres conserved by private entities to mitigate for off-site impacts.

3. Open Space Acquisition Area - Exactions/Mitigation

As shown on **Figure 7**, there are some areas designated for open space on the western half of Del Mar Mesa which are also designated for proposed acquisition through the subdivision process. These areas are located on parcels that also have areas designated for development. It is intended that this open space be acquired, or set aside by dedication or easement, with approval of a tentative map for the property subject to the supplemental regulations for resource management in this Plan.

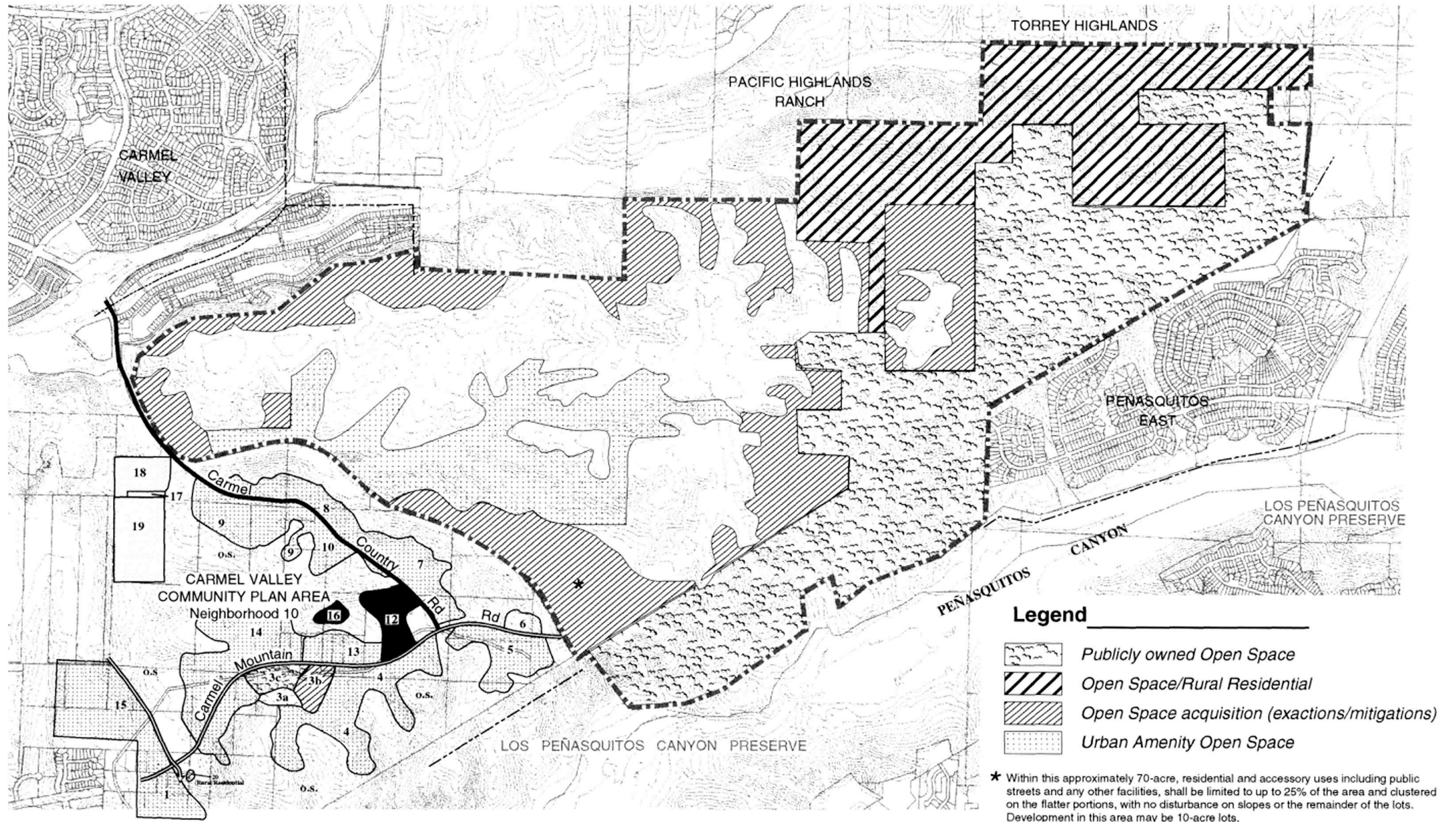
4. Urban Amenity Open Space Areas

The designated Urban Amenity Open Space area through the resort hotel and golf course property and the Shaw property east of Shaw Valley provides a secondary, alternative east-west linkage intended for small wildlife and birds, as well as providing visual relief from adjacent development. A golf course, other recreational and visitor serving amenities, a pond and remaining and restored native vegetation areas proposed on the resort hotel and golf course site are expected to provide for limited wildlife movement and some habitat for native species. Pedestrian paths may be located in the Urban Amenity Open Space on the Shaw property which extends through an under crossing which will be developed below Carmel Mountain Road. This Urban Amenity and under crossing is meant to preserve a secondary link between the areas to the west and those located east of the roadway. Such paths could serve to introduce and educate people to and about the significant native plant and animal species in the area.

TABLE 5
PUBLICLY-OWNED OPEN SPACE SUMMARY

PUBLICLY-OWNED OPEN SPACE	ACREAGE		TOTAL
	AR-1-1	AR-1-2	
Other Public Agencies/Jurisdictions	29.2 ac.	0 ac.	29.2 ac.
County of San Diego	89.4 ac.	0 ac.	89.4 ac.
Subtotal	118.6 ac.	0 ac.	118.6 ac. ¹
City of San Diego	311.3 ac.	0 ac.	311.3 ac.
Acquired for Mitigation	101.6 ac.	20 ac.	121.5 ac.
Acquired with open space bonds			
Subtotal	412.9 ac.	20 ac.	432.8 ac. ¹
TOTAL	531.5 ac.	20 ac.	551.4 ac.

1. Since the adoption of the Del Mar Mesa Specific Plan, additional land has been purchased for the purposes of conservation and mitigation. Approximately 93 acres have either been purchased or conserved with easements for the purposes of conservation and mitigation, including approximately 52 acres purchased by the U.S. Fish and Wildlife Service, approximately 18 acres acquired by the City of San Diego and approximately 20 acres conserved by private entities to mitigate for off-site impacts.



5. Multi-Habitat Planning Area Boundary and Criteria for Adjustment

For more specific definition of the Del Mar Mesa open space boundary and MHPA, refer to the 400-scale map adopted as **Exhibit A**. The MSCP Subarea Plan allows the City to make minor adjustments to the MHPA in limited circumstances with subsequent tentative map approvals or other discretionary permit approvals. Minor boundary adjustments will not require amendments to the Plan. Within the Coastal Zone, boundary adjustments which are determined to be consistent with the MSCP implementing agreement between the City of San Diego, the California Department of Fish and Game and the U.S. Fish and Wildlife Service, do not require an amendment to the Local Coastal Program (LCP). The criteria for making these adjustments, is based on whether the resulting change maintains a preserve area that is of equivalent or higher biological value to the original configuration. Within the Coastal Zone, boundary adjustments which require an amendment to the Plan due to modification of **Figure 6** of the Plan will require an amendment to the certified LCP.

Adjustments to the MHPA boundaries may be desirable under some circumstances. For example:

- New biological information is obtained through site-specific studies;
- Unforeseen engineering design opportunities or constraints may be identified during the siting or design of projects that require modification of the MHPA; and/or
- A landowner may request that a portion or all of his property be included within the MHPA.

As provided for in the City's MSCP Subarea Plan, adjustments to the MHPA can be made without the need to amend the MSCP Subarea Plan and the Del Mar Mesa Specific Plan if the adjustment will result in the same or higher biological value of the MHPA. The determination of biological value of the proposed change is made by the City and must have the concurrence of the wildlife agencies. No amendment of the MSCP Subarea Plan is needed for an approved equivalent exchange. The comparison of biological value will be based on the following biological factors:

- Effects on significantly and sufficiently conserved habitats (i.e., the exchange maintains or improves the conservation, configuration, or status of significantly or sufficiently conserved habitats, as defined in the MSCP Plan, Section 4.2.4);
- Effects to covered species (i.e., the exchange maintains or increases the conservation of covered species);
- Effects on habitat linkages and function of preserve areas (i.e., the exchange maintains or improves a habitat linkage or wildlife corridor);
- Effects on preserve configuration and management (i.e., the exchange results in similar or improved management efficiency and/or protection for biological resources);

- Effects on preserve configuration and management (i.e., the exchange results in similar or improved management efficiency and/or protection for biological resources);
- Effects on ecotones or other conditions affecting species diversity (i.e., the exchange maintains topographic and structural diversity and habitat interfaces of the preserve); and/or
- Effects to species of concern not on the covered species list (i.e., the exchange does not significantly increase the likelihood that an uncovered species will meet the criteria for listing under either the federal or state Endangered Species Acts).

6. Guidelines for Development Areas in and Adjacent to the MHPA

The following are specific guidelines for development within the development areas in and/or adjacent to the MHPA in Del Mar Mesa:

- a. The preserve excludes golf course greens and fairways, although these areas may provide for some wildlife movement. The precise layout and configuration of the golf course greens and fairways shall be established when the proposed project is approved by the City of San Diego. Minor adjustments to the preserve in this location, which result in an equivalent or higher biological value, may be accommodated without an amendment of the Plan.
- b. Within the approximately 70-acre area located within the southwest portion of the Shaw property, residential and accessory uses, including public streets and any other facilities, shall be limited to up to 25 percent of the area and clustered on the flatter portions.
- c. For the Shaw Texas property (Area No. 61 on **Figure 30**) and Areas 70, 59 and 44 abutting the MHPA to the east, and extending to the border of the AR-1-2 zoned areas to the north, all brush management shall occur within the defined development area for lots contiguous to the MHPA. This requirement also applies to Area Nos. 9, 32, 23 and 33, abutting the AR-1-2 zoned areas to the east and the MHPA to the north. Deviations from brush management standards shall be considered if they are consistent with the Alternative Compliance provision of the Landscape Technical Manual.
- d. Fencing or other barriers will be used where it is determined to be the best method to achieve conservation goals and adjacent to land uses incompatible with the preserve.
- e. Where grading is necessary, daylight grading at the edges of the preserve is preferred. All grading proposed adjacent to the preserve, including all cut and fill slopes, must occur wholly within the development area, except as specified in the Plan. Graded areas adjacent to open space shall be re-vegetated with native plant species.
- f. A 12 to 14-foot diameter culvert to facilitate wildlife movement shall be provided where Carmel Mountain Road crosses the Urban Amenity Open Space on the Shaw Texas property (Area No. 61 on **Figure 30**). This culvert

is a Development Impact Fee funded improvement in the Public Facilities Financing Plan.

- g. The designated Urban Amenity Open Space area through the resort hotel and golf course property provides an alternative east-west corridor for wildlife movement. If fencing is proposed within the golf course on the property, it should not inhibit wildlife movement through this area. In areas where fencing is appropriate, split-rail type not to exceed four feet in height is recommended.

7. Guidelines for Resource Based Open Space Areas and Adjacent Areas

The City of San Diego MSCP Subarea Plan applies to the Resource Based Open Space areas within Del Mar Mesa which are included in the adopted MSCP (see **Figure 7**). This document should be used in evaluating appropriate uses and development in these areas.

a. Compatible Land Uses

The following land uses are considered conditionally compatible with the biological objectives of the MSCP and thus will be allowed within the City's MHPA/Resource Based Open Space areas:

- Passive recreation
- Utility lines and roads in compliance with the MSCP Subarea Plan
- Limited water facilities and other essential public facilities
- Limited low-density residential uses
- Limited agriculture

Development on private property designated Open Space/Rural Residential shall not exceed 25 percent of the parcel, consistent with the supplemental regulations for resource management contained in the Plan. Development within these areas that is consistent with the existing zoning, such as single-family residences on lots zoned AR-1-1, is consistent with the Plan. Expansion of existing uses would need to be in compliance with the Plan and should provide measures to minimize impacts on the preserve including lighting, noise or uncontrolled access.

b. Roads and Utilities

- All proposed utility lines (e.g., sewer, water, etc.) should be designed to avoid or minimize intrusion into the MHPA. These facilities should be routed through developed or developing areas rather than the MHPA, where possible. If no other routing is feasible, then the lines should follow previously existing roads, easements, rights-of-way, and disturbed areas, minimizing habitat fragmentation.
- All new development for utilities and facilities within or crossing preserve areas shall be planned, designed, located and constructed to minimize environmental impacts. All such activities must avoid disturbing the habitat of MSCP covered species and wetlands. If avoidance is infeasible, mitigation will be required.

- Temporary construction areas and roads, staging areas, or permanent access roads must not disturb existing habitat unless determined to be unavoidable. All such activities must occur on existing agricultural lands or in other disturbed areas rather than in habitat. If temporary habitat disturbance is unavoidable, then restoration of, and/or mitigation for, the disturbed area after project completion will be required.
 - Construction and maintenance activities in wildlife corridors must avoid significant disruption of corridor usage. Environmental documents and Mitigation Monitoring and Reporting Programs pertaining to such development must clearly specify how this will be achieved, and construction plans must contain all the pertinent information and be readily available to crews in the field. Training of construction crews and field workers must be conducted to ensure that all conditions are met. A responsible party must be specified.
 - Roads in the preserve will be limited to those identified in the Plan, roads necessary for maintenance and emergency access and local streets needed to access isolated development areas.
 - Development of roads in canyon bottoms should be avoided whenever feasible. If an alternative location outside the preserve is not feasible, then the road must be designed to cross the shortest length possible of the preserve in order to minimize impacts and fragmentation of sensitive species and habitat. If roads cross the preserve, they should provide for fully functional wildlife movement capability. Bridges are the preferred method of providing for movement, although culverts in selected locations may be acceptable. Fencing, grading and plant cover should be provided where needed to protect and shield animals, and guide them away from roads to appropriate crossings.
 - Where possible, roads within the preserve should be narrowed from existing design standards to minimize habitat fragmentation and disruption of wildlife movement and breeding areas. Roads must be located in lower quality habitat or disturbed areas to the extent possible.
- c. Fencing and Lighting
- Fencing or other barriers will be used where it is determined to be the best method to achieve conservation goals and in areas adjacent to land uses incompatible with the MHPA. For example, chain link or other appropriate fencing material may be used to direct wildlife to appropriate corridor crossings, and natural rock/barrier or split-rail fencing to direct public access to appropriate locations and away from sensitive species or habitats (e.g., vernal pools). For a description of the appropriate fencing designs and materials in Del Mar Mesa, refer to the **Community Design Element** of this Plan.
 - In order to preserve the rural character and the dark night skies characteristic in Del Mar Mesa, standard street lighting will not be provided in the community. Those lights that are required for safety as

determined by the City Engineer shall be designed to avoid intrusion into the MHPA, and to reduce negative effects on wildlife. Lighting in areas of wildlife crossings should be of low-sodium or similar lighting. Lighting of all developed areas adjacent to the MHPA should be directed away from the preserve. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.

C. COMMUNITY FACILITIES

1. Schools

With regard to elementary schools, the western portion of Del Mar Mesa is within the Del Mar Union Elementary School District (DMUSD) and the eastern portion of the subarea is within the Poway Unified School District (PUSD) (see **Figure 8**). Junior and Senior High School education is provided by the San Dieguito Union High School District (SDUHSD). Since this Plan anticipates little or no residential development in the eastern portion of the subarea, most students will attend schools provided by the Del Mar and San Dieguito school districts.

Based on a projected build-out of 685 single family dwelling units, Del Mar Mesa is expected to generate approximately 320 elementary school students, 77 junior high school students, and 152 high school students.

**TABLE 6
PROJECTED STUDENT GENERATION**

DISTRICT	ELEMENTARY	JUNIOR HIGH	HIGH SCHOOL
Del Mar Union ¹	312	—	—
Poway Unified ²	8	4	6
San Dieguito Union ³	—	73	146

1. Based on an elementary student generation rate of 0.471 students per dwelling unit.
2. Based on elementary, junior and senior high school student generation rates of 0.34, 0.18 and 0.26 students per dwelling unit respectively.
3. Based on junior and senior high school student generation rates of 0.11 and 0.22 students per dwelling unit respectively.

a. Elementary Schools

In accordance with DMUSD standards, residential development within the Del Mar Mesa area will result in the need for a new elementary school when 300 students are projected to be un-housed in the succeeding school year. As projected development in the Del Mar Mesa area is anticipated to generate over 300 elementary students within the service area of the DMUSD, an elementary school site is designated on **Figure 5**. This site falls within areas 44 and 59 on **Figure 30**. Ownership area number 70 is identified as an alternative location for a joint school/park site.

Until sufficient students have been generated from this and adjacent areas, and sufficient mitigation payments, special taxes, or other funds are collected to fund the property acquisition and development, the identified school/park site property shall retain development rights consistent with similarly zoned parcels in the Plan, or one dwelling unit per 2.5 gross acres,

except in cases where the density is further defined in the Plan. If, prior to acquisition by the DMUSD and/or City of San Diego, the property owner makes application for a subdivision of land or other discretionary action, the City and the DMUSD shall have the opportunity to negotiate purchase of the identified property. If the DMUSD and/or City of San Diego is unsuccessful in securing the school/park site, a similar process shall apply to the alternative location. Dwelling units assigned to parcels identified as the primary or alternative locations for a joint school/park site may be transferred by use of a PDP to other parcels in the NCFUA owned by the same entity.

Developed in conjunction with a neighborhood park, a joint school/park facility will occupy a minimum of thirteen flat net usable acres, with five acres used exclusively for the school, five acres of joint-use playing fields and three acres operated separately by the City. Until sufficient students have been generated from this and adjacent areas, and sufficient mitigation payments, special taxes, or other funds are collected to fund the property acquisition and development, elementary students within the DMUSD service area will attend existing schools within DMUSD. The school facilities financing plans include provisions for the funding of temporary facilities to accommodate additional students prior to the construction of new permanent facilities.

The threshold for construction of a new elementary school within the PUSD is not met by anticipated development in the Del Mar Mesa area.

Elementary students residing within the PUSD service area will attend Deer Canyon Elementary School in Rancho Peñasquitos.

Elementary school financing is addressed in Section VI. G. of this Plan.

b. Junior and Senior High Schools

The thresholds for new junior and senior high schools are not met by anticipated development in Del Mar Mesa. However, the cumulative impacts of projected development within the region will necessitate construction of a new junior and/or senior high school at a future date. Until additional facilities are constructed, most students residing in the Plan area will attend Carmel Valley Middle School in Carmel Valley and Torrey Pines High School in Carmel Valley. Students residing within the boundaries of the PUSD will attend Mesa Verde Middle School in Torrey Highlands and Mount Carmel High School in Rancho Peñasquitos.

Junior and senior high school financing is addressed in Section IV. G. of this Plan.

2. Parks

The projected population of Del Mar Mesa will not, according to General Plan standards, require the construction of a complete ten-acre neighborhood park. However, the population will generate demand for recreational facilities. Therefore, a site of sufficient size to accommodate a joint facility combining a neighborhood park and an elementary school site has been identified. The

facility will occupy a total of 13 acres, with five acres used exclusively for the school, five acres of playing fields used jointly and three acres operated separately by the City. Should the DMUSD determine that an elementary school site within the Plan area is not feasible, a neighborhood park of at least four acres will be required.

In addition to providing for the neighborhood park, developers within Del Mar Mesa will be required to pay an impact fee for partial development of a community park. The community park for the residents of Del Mar Mesa will be located in the community of Pacific Highlands Ranch and is depicted in the Pacific Highlands Ranch Subarea Plan adjacent to the village, civic and transit center uses.

3. Library

The projected population of Del Mar Mesa alone is not sufficient to require a new library. A library is required to serve the developments in the communities of Black Mountain Ranch, Pacific Highlands Ranch, Torrey Highlands and Del Mar Mesa, and is to be located in Pacific Highlands Ranch. Until the Pacific Highlands Branch Library is built, residents of Del Mar Mesa would likely use the Carmel Valley branch library in Neighborhood 9. Developers of Del Mar Mesa are required to pay an impact fee for their fair share of construction of a branch library in Pacific Highlands Ranch.

4. Police

Police protection will be provided by the Northern Division of the San Diego Police Department. The nearest station is located in University City and a new station is planned in Carmel Valley. There is also a storefront site reserved at Black Mountain Ranch should it become needed at a future time.

5. Fire

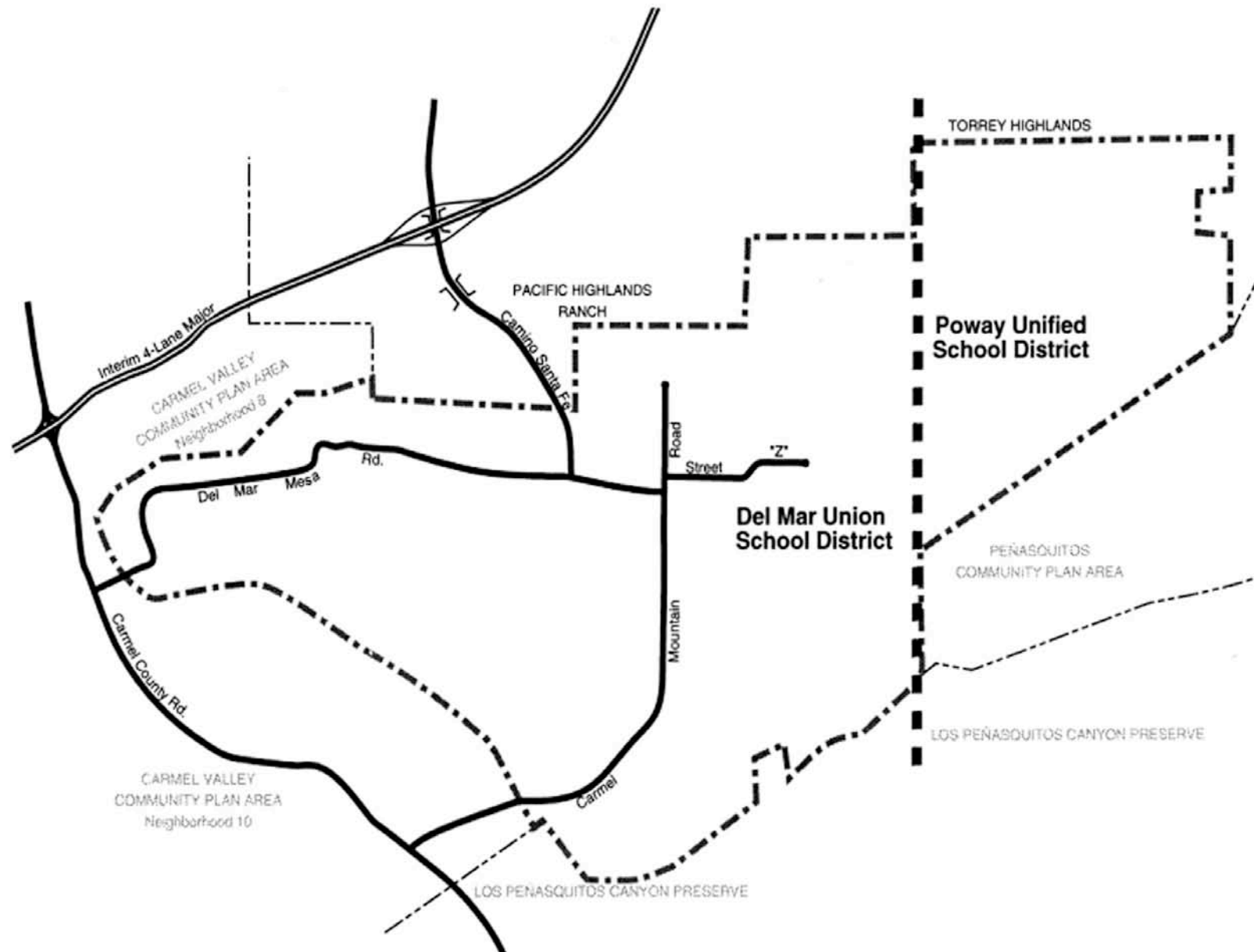
Fire protection will be provided by the San Diego Fire Department. The nearest fire stations are in Mira Mesa and Carmel Valley Neighborhood 7. Construction of two fire stations, the one in Black Mountain Ranch and one in Pacific Highlands Ranch, is planned for surrounding communities. Developers of Del Mar Mesa will be required to pay an impact fee to partially fund construction of these fire stations. Until the new stations are built, Del Mar Mesa will be serviced by existing fire stations. In addition, all new development will be reviewed by the Fire Department for fire safety standards, as the community will contain flammable vegetation posing a moderate to high fire risk to future residents.

6. Solid Waste

Solid waste that would be generated by residents of Del Mar Mesa will be directed to the City's existing sanitary landfills. The City is currently examining alternative landfill sites to expand capacity.

7. Power

Power lines and service will be provided by SDG&E. Major power lines will run underground along Carmel Mountain Road



Elementary School District Boundaries

Del Mar Mesa Specific Plan

8

FIGURE

8. Power

Power lines and service will be provided by San Diego Gas and Electric (SDG&E). Major power lines will run underground along Carmel Mountain Road.

9. Water

Water service within Del Mar Mesa will be provided by the City of San Diego Water Department. Currently, existing water facilities in the area have inadequate capacity to serve new development. Existing water transmission facilities in the area include the Del Mar Heights Pipeline to the north, the Rancho Bernardo Pipeline to the east and the Green Valley Pipeline to the west (see **Figure 9**). The only new transmission facility proposed at this time is the Carmel Mountain Road Pipeline. The new transmission facilities proposed at this time are the 30-inch Carmel Mountain Road Pipeline and the 16-inch Del Mar Mesa Road Distribution Main, both of which will traverse Del Mar Mesa in their respective rights-of-way and appropriate easements.

The Miramar 712/North City 610 Water Study will identify needed water transmission and storage facilities to provide adequate capacity to the undeveloped portions of Carmel Valley: Torrey Hills, Del Mar Mesa, Pacific Highlands Ranch, Torrey Highlands, Black Mountain Ranch and Subarea II.

Applicants for tentative maps will be required to provide water studies showing the proposed water distribution system necessary to serve their developments prior to the approval of final maps. Applicants may request the City to process a water reimbursement agreement(s) to recover the cost of facilities including the study in excess of their pro rata share. The proposed water system shall be designed and constructed to the Water Department's standards. Public facilities, such as park and school sites, must be served by public water and sewer facilities.

10. Sewer

Sewer service will be provided by the City of San Diego Metropolitan Wastewater department. Existing sewer facilities in the vicinity of Del Mar Mesa include the Carmel Valley Trunk Sewer to the north and the Peñasquitos Trunk Sewer to the south (see **Figure 10**). All flows generated from Del Mar Mesa will flow into one of these trunk sewers which flow into the Metropolitan Sewerage System. The existing Carmel Valley Trunk Sewer System does not have the capacity to serve the proposed development in accordance with the Plan.

The Carmel Valley Trunk Sewer construction is to be funded through a Facilities Benefit Assessment. All projects that discharge to this trunk sewer will be charged with that assessment upon pulling building permits. The cost per dwelling unit will be determined with the completion of the Carmel Valley Trunk Sewer Master Plan. The developer will provide a letter of commitment to participate in the Facilities Benefit Assessment District. Additionally, a participation agreement will be entered into for all developments that construct the Carmel Valley Trunk Sewer facilities which exceed their fair share.

Applicants for tentative maps will be required to provide sewer studies showing the proposed sewer system necessary to serve their developments and the drainage basins in which they lay prior to the approval of final maps. Applicants may request the City to process sewer reimbursement agreement(s) to recover the cost of facilities including the sewer study in excess of their pro rata share. All public sewer facilities shall be designed and constructed to the Water Utilities Department's standards. If proposed facilities do not meet the required standards, then such facilities shall be private and constructed to the requirements of the Uniform Building and Plumbing Code. No private mains will be permitted in public streets. The cost of operating and maintaining non-regional public sewer pump stations that serve a single development will be borne by the appropriate homeowners' association or other private entity. Each newly-developed lot will be served with a sewer lateral, if possible. Exemptions may be approved by the senior civil engineer of the wastewater section. All septic systems must be approved and permitted by the County of San Diego Department of Health Services. Adjacent developments shall minimize the number of penetrations into the MCHPA by coordinating sewer facilities, access roads, other utilities and trial locations. This coordination may require modifications to street alignments and project grading.

11. Drainage

Existing drainage facilities adjacent to the Plan area consist of the Carmel Valley Restoration and Enhancement Plan (CVREP) within the SR-56 corridor. These include a detention basin at the east end of Palacio Del Mar and a detention basin on the west side of Carmel Country Road at the Shaw Valley junction. The major drainage courses for the Plan area are divided into three categories: first, is the area north of Del Mar Mesa Road which drains down the canyon into the existing Carmel Valley and Deer Canyons; second, is a smaller drainage in the southeast corner of the Plan area which drains to Peñasquitos Canyon south of Del Mar Mesa; and lastly, is the drainage characterized by those properties which drain to the west within the Shaw Valley.

The backbone drainage system for Del Mar Mesa will consist largely of overland flows in the existing natural drainage courses (see **Figure 11**). This is due to the very low density rural and estate lot character of the subdivision proposed within Del Mar Mesa. It is anticipated that subdivisions would be designed with no net diversion of drainage from one of the major basins to another. In addition, there would be potential internal lakes and water features within the golf course which would additionally function as detention basins, desilting basins and water quality basins.

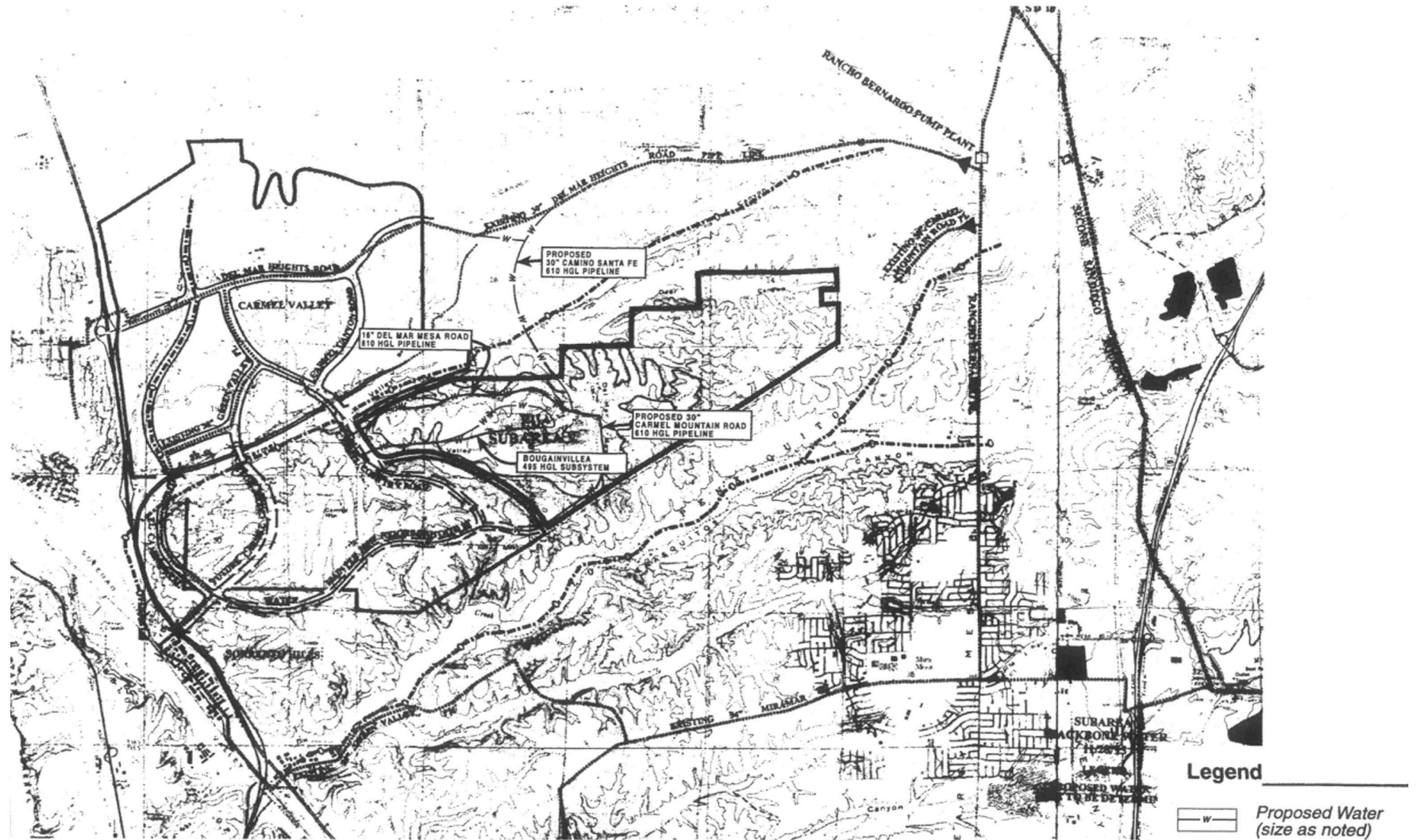
Portions of the community fall within the Coastal Zone boundaries, and as such, proposed drainage solutions would need to meet the criteria identified by the Coastal Commission to prevent siltation and increased run-off from impacting the Peñasquitos Lagoon.

In compliance with the Clean Water Act, "best management practices" (BMPs) may be required to control pollutants and sediment from entering storm water

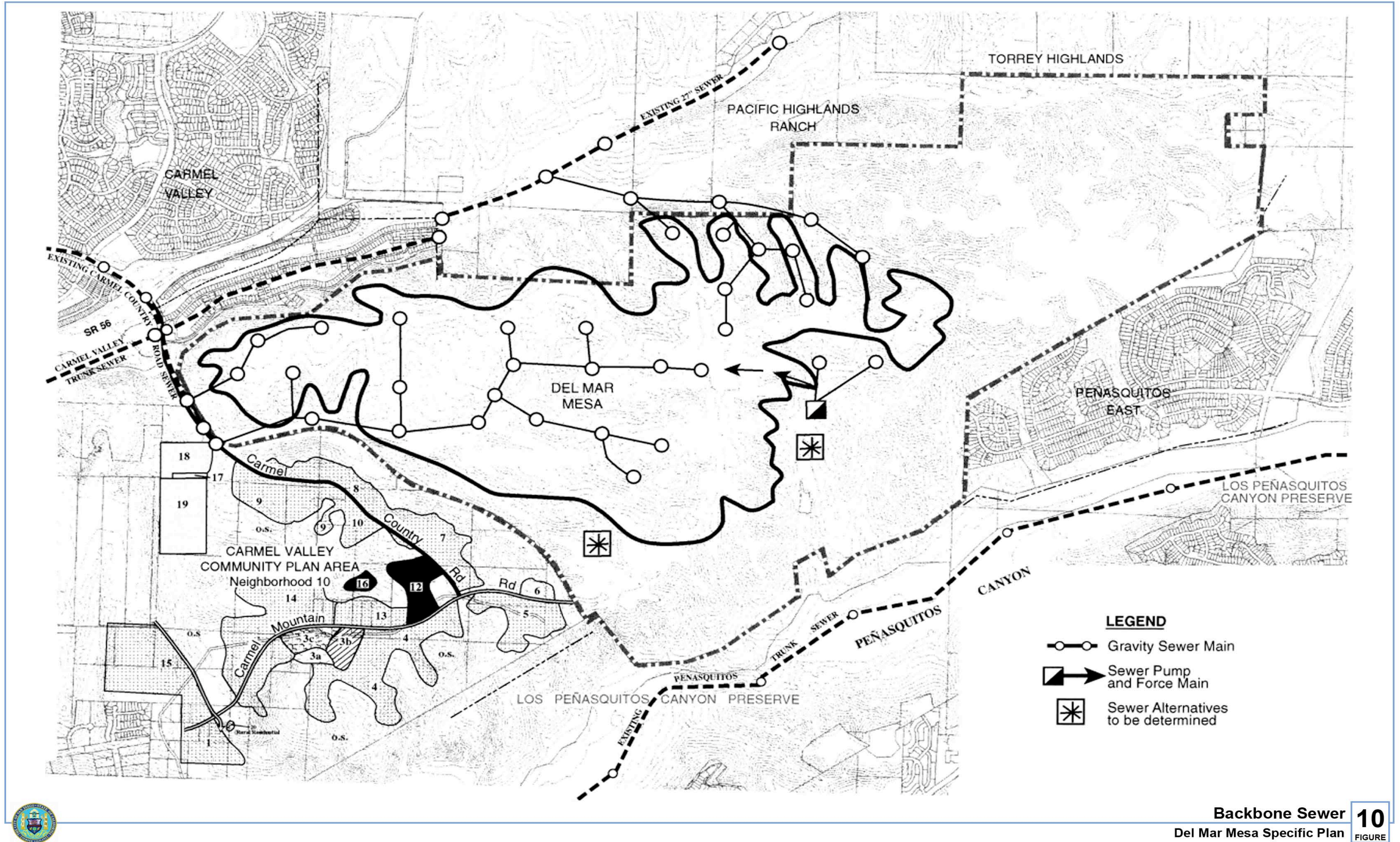
run-off for the specific plan area. This includes source control BMPs that require landscaping of all manufactured slopes and street right-of-way to prevent erosion and by incorporation of a grading/drainage concept which directs water away from easily erodible areas and into a drainage system designed to safely handle the storm water run-off. Additionally, desilting/water quality basins will be provided at strategic locations within the Plan area as shown on **Figure 11**.

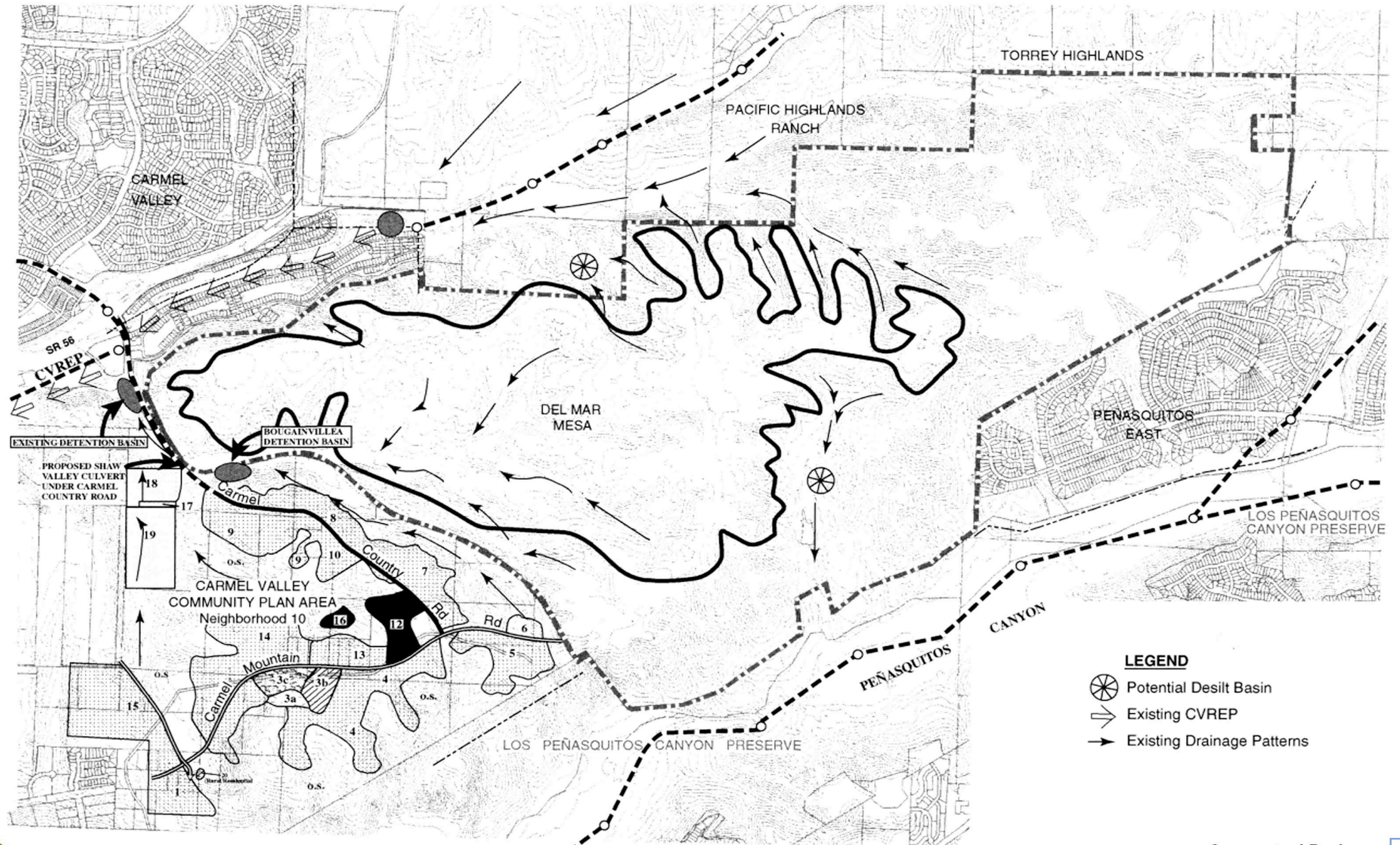
Other applicable BMPs which may be implemented on a citywide basis in conjunction with the City's Municipal National Pollutant Discharge Elimination System permit and the State Regional Water Quality Control Board shall be incorporated into the tentative maps and final plans. The Planning and Development Review Department shall verify that the mitigation measures regarding storm water and drainage management and mitigation of urban run-off flows are conditions for the approval of all subsequent tentative maps within the Plan area.


Prior to, or concurrent with recordation of the first final subdivision map within Del Mar Mesa, a Master Drainage Plan shall be prepared and adopted. This plan shall address sizing and siting of facilities required to mitigate potential impacts to downstream facilities from increases in run-off and erosion, as a result of this specific plan. This Master Drainage Plan shall be comprehensive, covering the entire Del Mar Mesa to the satisfaction of the City Engineer, and shall meet the special requirements for Coastal Zone conformance.



Backbone Water
Del Mar Mesa Specific Plan





- LEGEND**
-  Potential Desilt Basin
 -  Existing CVREP
 -  Existing Drainage Patterns

Conceptual Drainage
Del Mar Mesa Specific Plan **11**
FIGURE

D. CIRCULATION

1. Introduction

This element addresses the circulation system in Del Mar Mesa. It assumes for the Plan area 685 dwelling units, a 300-room resort hotel and a golf course. The recommendations in this Circulation Element are drawn from the Del Mar Mesa Transportation Study, performed by the City of San Diego Transportation Planning Section in November of 1995, and updated in March 1996.

The major issues related to the street system are proposed improvements to Del Mar Mesa Road and whether the Camino Santa Fe connection from SR-56 to Carmel Mountain Road should be constructed. Other subjects addressed in the Circulation Element are internal streets, driveways, public access, equestrian trails, hiking and pedestrian trails, bicycle circulation, public transit, park-and-ride, parking, street lights and off-road vehicles. The phasing of the recommended transportation improvements is also included in the **Implementation Element** of the Plan.

In order to maintain the rural character of the Del Mar Mesa community, the provision of standard urban street widths and improvements is discouraged. The absence of urban improvements like curbs, gutters, sidewalks and streetlights, help to maintain the rural character of the community. All subdivisions shall incorporate asphaltic berms or rolled curbs, in lieu of concrete curbs and gutters, unless concrete curbs and gutters are required due to drainage considerations. Additionally, graded walkways shall be provided rather than concrete sidewalks. Standard street lighting will not be provided and streetlights shall be provided only in areas in which it is determined by the City Engineer that they are necessary for safety.

2. Guiding Principles

The general guiding principles are those of the North City Future Urbanizing Area Framework Plan. Specific guiding principles are:

- A vehicular and non-vehicular circulation system that meets the needs of Del Mar Mesa residents and visitors at an acceptable level of service.
- An efficient and environmentally sensitive transportation system that maintains the Del Mar Mesa's rural character.
- Hiking and equestrian trails, with access to adjacent trails that provide walking and horseback riding opportunities to the general public and Del Mar Mesa residents.

3. Implementing Principles

The general implementing principles are those of the NCFUA Framework Plan. Specific implementing principles are:

- Street improvements shall be compatible with the rural character of the subarea. Consideration should be given to minimize impacts to the landform, where safety permits and as determined by the City Engineer.
- In order to maintain the rural character of Del Mar Mesa, streets shall be designed with pedestrian and equestrian facilities and rolled curbs.
- Transportation facilities shall be regarded as an integral part of the landscape in which they are located.

4. Existing Conditions

Del Mar Mesa is located in the North City Future Urbanizing Area, east of Carmel Valley Neighborhood 10 and south of SR-56 and Carmel Valley Neighborhood 8. Since Del Mar Mesa is not yet developed, the area is without a paved street system. As shown on **Figure 12**, currently the only roadway that provides access to the existing residences is Shaw Ridge Road, which is an unpaved local road that connects Carmel Country Road to the eastern part of the study area.

In 1998, the name of Shaw Ridge Road was changed to Del Mar Mesa Road to more closely associate the name of this primary artery with the community.

Direct freeway access to the subarea is possible via SR-56 ramps at Carmel Country Road. State Route 56 in this area includes a two-mile stretch of a four-lane freeway from a few hundred feet east of Carmel Country Road to Carmel Valley Road at El Camino Real. Carmel Valley Road has an existing diamond interchange which provides full access to I-5. The construction of a southbound link from SR-56 to I-5 was completed in 1999.

5. Relationships to Other Community Plans

The North City Future Urbanizing Area Framework Plan provides the major guidelines for development of this and other FUA subareas. Carmel Valley Neighborhood 8 is located on the north side and Neighborhood 10 is located on the west side of Del Mar Mesa. Carmel Valley Neighborhood 8A is located west of Neighborhood 10.

The planned street system for Carmel Valley Neighborhoods 8A and 10 directly impacts Del Mar Mesa, as these neighborhoods and Del Mar Mesa would utilize Carmel Country Road for freeway access. The developments on the western side of Del Mar Mesa will access the freeway system from Carmel Country Road which is located in Carmel Valley Neighborhood 10. Construction of this road is included in the Neighborhoods 8A and 10 combined transportation phasing plan. Therefore, the first phase of Del Mar Mesa developments is closely related to developments of this transportation improvement in Carmel Valley Neighborhood 10.

6. Traffic Generation

As shown on **Table 7**, the transportation study for Del Mar Mesa assumed a total of 685 residential dwelling units (DUs), a 300-room resort hotel and a golf course that are expected to generate 9,880 daily trips. The resort hotel project includes a golf course and 134 of the 685 dwelling units. The transportation study also assumed two public projects: a nine-acre neighborhood park that generates 450 daily trips and a four-acre school that generates 240 daily trips for a grand total of 10,570 daily trips. Since the publication of the Del Mar Mesa Transportation Study, the number of dwelling units and distribution of park vs. school acreage have been revised slightly. This does not affect the recommendations presented below or the transportation phasing plan presented in the **Implementation Element** of the Plan.

The phasing of transportation improvements assumes the proposed network (Alternative 3) that includes the Camino Santa Fe connection with the western alignment and Del Mar Mesa Road as a two-lane residential local street.

The transportation network assumes Del Mar Mesa Road as a two-lane residential local street; a Camino Santa Fe connection, between SR-56 and Carmel Mountain Road constructed as a two-lane collector street; and a four-lane major road (as an interim improvement prior to Caltrans' completion of SR-56), from the existing eastern terminus of SR-56 to Camino Santa Fe.

TABLE 7
LAND USE ASSUMPTIONS AND TRIP GENERATION

LAND USE ASSUMPTIONS	DAILY TRIPS
685 Dwelling Units	6,850
300-Room Resort Hotel	2,400
1 Golf Course	600
Neighborhood Park (9 acres)	450
Elementary School (four acres)	240
TOTAL	10,540

Figure 13 shows the proposed street classifications and future traffic volumes.

7. Proposed Circulation System

With the proposed network, Carmel Mountain Road's traffic, east of Carmel Country Road, is projected to be 3,000 daily trips. The projected traffic on Carmel Country Road, north of Carmel Mountain Road, is 5,000 daily trips. The Camino Santa Fe connection is projected to have a future traffic volume of 5,000 daily trips. Based on an ultimate future forecast of 1,200 daily trips, Del Mar Mesa Road will be a two-lane residential local street. Upon construction of the Camino Santa Fe connection to Del Mar Mesa Road, consideration may be given to closing Del Mar Mesa Road to through traffic either by placing a gate or two opposing cul-de-sacs along the roadway. This would maintain the traffic along Del Mar Mesa Road at the level appropriate for a two-lane residential local street. It should be noted that if the Camino Santa Fe connection is not constructed, the projected traffic volume on Del Mar Mesa Road would be about 7,000 daily trips. This will result in Del Mar Mesa Road becoming a defacto collector street. Without the Camino Santa Fe connection, Del Mar Mesa Road could not be closed to through traffic.

A summary of intersection levels of service and lane configuration for key intersections is shown on **Figure 14**. As can be seen in this figure, all the ramps would operate at Level of Service "C" and all the signalized intersections would operate at Level of Service "B."

8. Proposed Future Street Classifications

As noted earlier, the proposed street classifications and traffic forecast for Del Mar Mesa are shown on **Figure 13** and are described below. The general alignments of the proposed street network and classifications are shown on **Figure 15**.

Camino Santa Fe:	Two-Lane Collector street from SR-56 to Carmel Mountain Road.
Del Mar Mesa Road:	Two-Lane Residential Local street.
Carmel Mountain Road:	
Segment 1:	Two-Lane Modified Collector (one lane in each direction with a center left-turn lane where needed) from the Plan area boundary to the open space.
Segment 2:	Two-Lane Collector street through the open space.
Segment 3:	Two-Lane Modified Collector street north of the open space to Camino Santa Fe.
Carmel Country Road:	Four-Lane Major street from SR-56 to south of Neighborhood 10's northern boundary.

- a. **Del Mar Mesa Road** - As discussed earlier, to prevent Del Mar Mesa Road from becoming a defacto two-lane collector street (i.e., one that is constructed as a two-lane residential local street, however, due to excessive traffic demand would operate as a two-lane collector street), it is recommended that both Del Mar Mesa Road and the Camino Santa Fe connection be constructed. With the Camino Santa Fe connection constructed, the ultimate future traffic volume on Del Mar Mesa Road will be about 1,200 daily trips, which can easily be accommodated by a two-lane residential local street. Due to the proposed alignment of the Camino Santa Fe connection (**Figure 15**), the length of Del Mar Mesa Road will be approximately 1.7 miles. Construction cost for Del Mar Mesa Road is estimated at \$4.4 million, including an eight to ten-foot multiuse trail. **Figure 16** shows the cross section for Del Mar Mesa Road as a two-lane residential local street.

- b. **Camino Santa Fe** - Construction of a Camino Santa Fe connection, between SR-56 and Carmel Mountain Road, was examined as part of alternative analysis for the subarea. **Figure 17** shows the cross section for Camino Santa Fe as a two-lane collector street.
 - The western alignment of Camino Santa Fe is the recommended alignment. This alignment is approximately 1,200 feet west of the eastern alignment. It avoids intrusion into the wildlife corridor and allows larger uninterrupted wildlife habitat. This connection allows another access point to Del Mar Mesa and therefore reduces the subarea's dependence on transportation improvements in Carmel Valley Neighborhoods 8A and 10 which may allow development in Del Mar Mesa to proceed earlier. The cost of the Camino Santa Fe connection between SR-56 and Del Mar Mesa Road is estimated at \$2.8 million.

 - Additional cost associated with the Camino Santa Fe connection includes the bridge over SR-56, estimated at \$1.5 million (to be paid for by the City as part of the SR-56 arterial road construction between Black Mountain Road and Carmel Country Road), and the associated ramps estimated at \$2.5 million to be paid for by the FUA/Del Mar Mesa on a fair share basis.

- c. **Carmel Mountain Road** - As shown on **Figure 15**, the Carmel Mountain Road alignment would begin at the south end of Carmel Country Road and go through the community of Del Mar Mesa. It consists of three segments estimated at a cost of \$5.7 million. All segments will be built with a six-foot parkway and a ten-foot graded but unpaved multiuse trail on one side of the roadway. **Figures 17** and **18** include cross sections for Carmel Mountain Road:

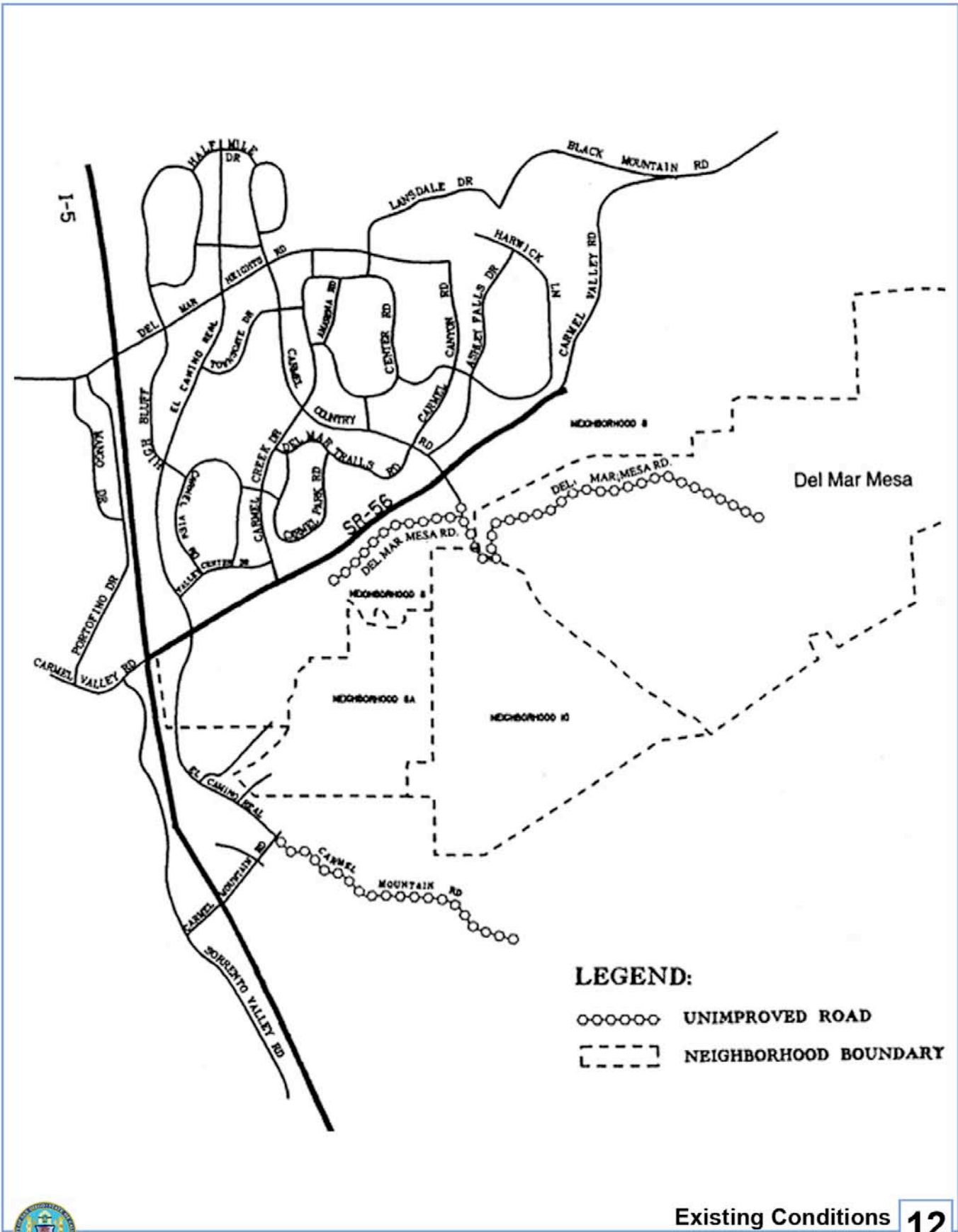
- Segment 1: Will proceed east from the Plan area boundary to the open space. This segment will be a two-lane modified collector street which has one lane in each direction and a center turn lane (50-foot curb-to-curb/72-foot right-of-way), as shown on **Figure 18**.
- Segment 2: Will proceed north-northeast through a primarily open space designated area. The roadway through this area is recommended to be a two-lane collector street (40-foot curb-to-curb/62-foot right-of-way), as shown on **Figure 17**.
- Segment 3: Will proceed northerly from Segment 2 to the Camino Santa Fe connection. This segment is recommended to be a two-lane modified collector street (50-foot curb-to-curb/72-foot right-of-way) which will include one traffic lane in each direction with a center turn lane as shown on **Figure 18**.

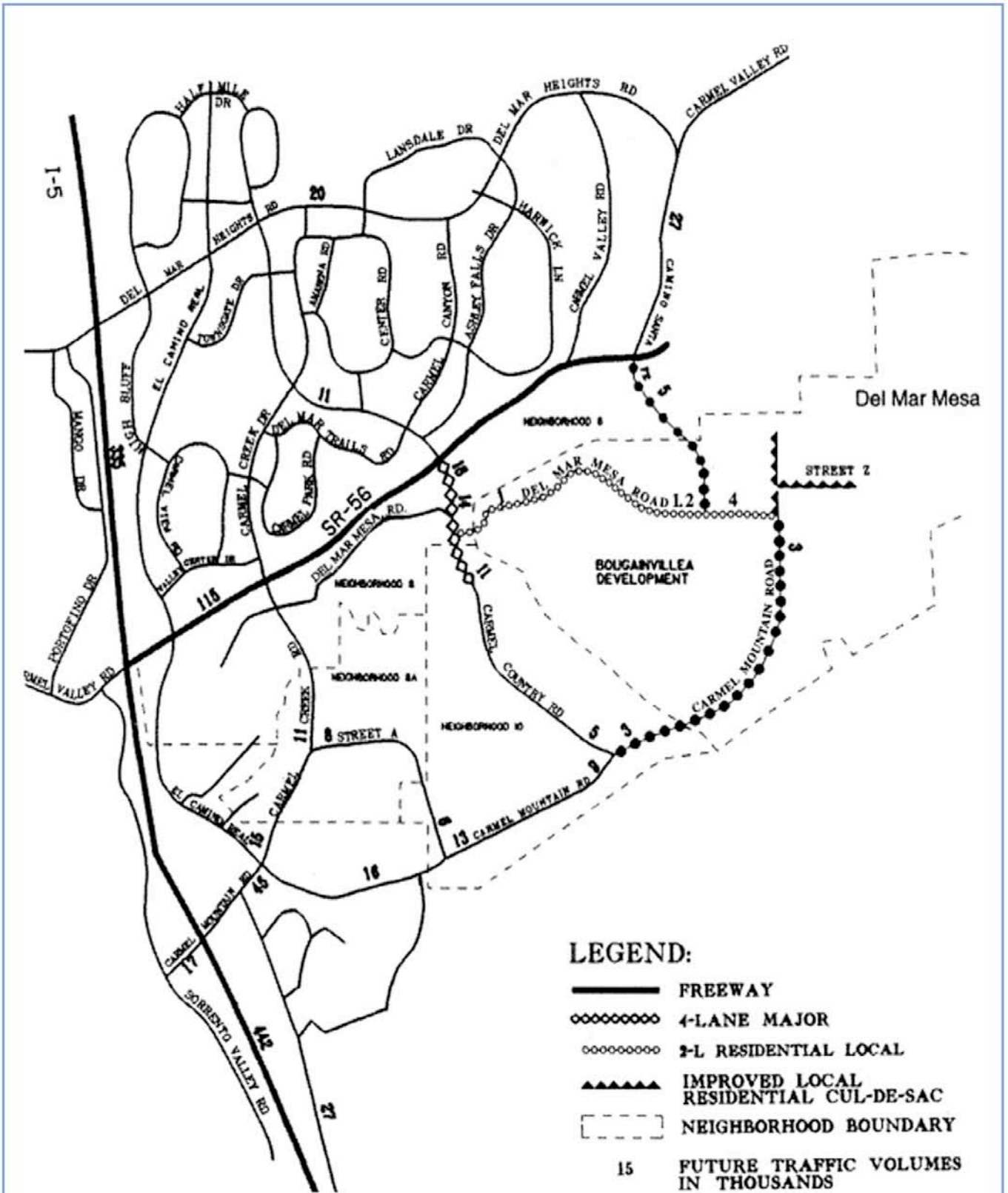
9. Internal Streets

The location of internal local roads will be identified by the individual developers of specific projects at the time of tentative map submittal. These internal roads should be designed to follow the natural contours of the land and minimize the disruption of the existing topography and resources. All proposed internal circulation streets will be subject to the general provisions and guidelines of the Plan, the provisions of the City's Street Design Manual and approval of the City Engineer. Where the provisions of the Plan conflict with the City's Street Design Manual, the Plan standards apply. In order to deviate from the City's Street Design Manual, a deviation request must be made to the City Engineer. Provided that the request conforms to the Plan and the design is determined to be based upon sound engineering and provides for the safety and welfare of the community, the deviation shall be granted through a ministerial procedure. The cross-section for internal local roads is depicted on **Figure 16**.

10. Pedestrian Circulation

In an effort to preserve the rural qualities of the Del Mar Mesa community, standard sidewalks shall not be provided along the circulation element roadways or the internal local roadways within the subdivisions. Pedestrian circulation shall be accommodated in the community through the provision of multiuse unpaved trails that are required adjacent to all circulation element roadways and internal local roadways and through a series of hiking and equestrian trails (see **Figure 20**). Examples of appropriate surface treatments are decomposed granite and/or grasscrete or similar materials.

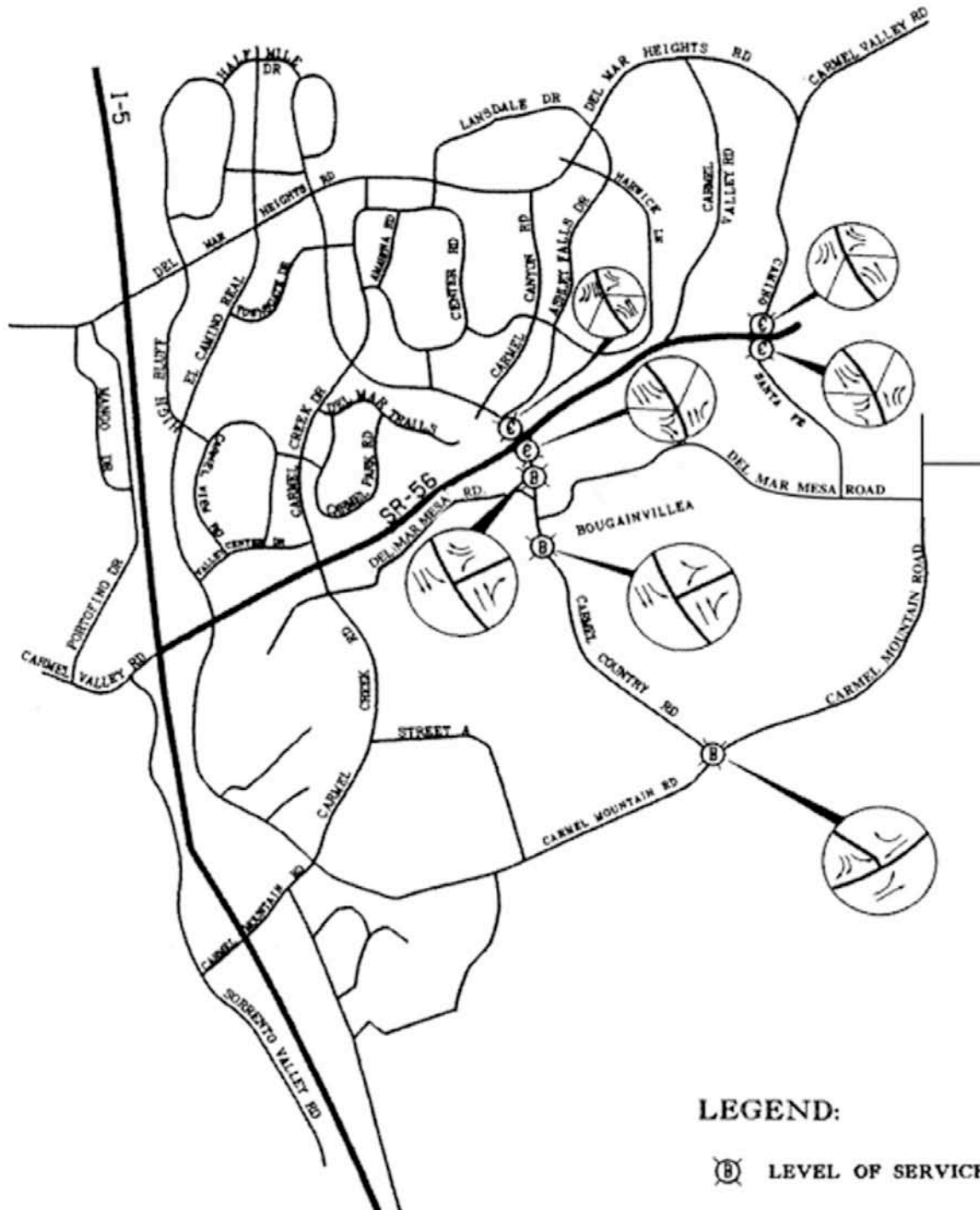




Traffic Forecast and Proposed Street Classifications

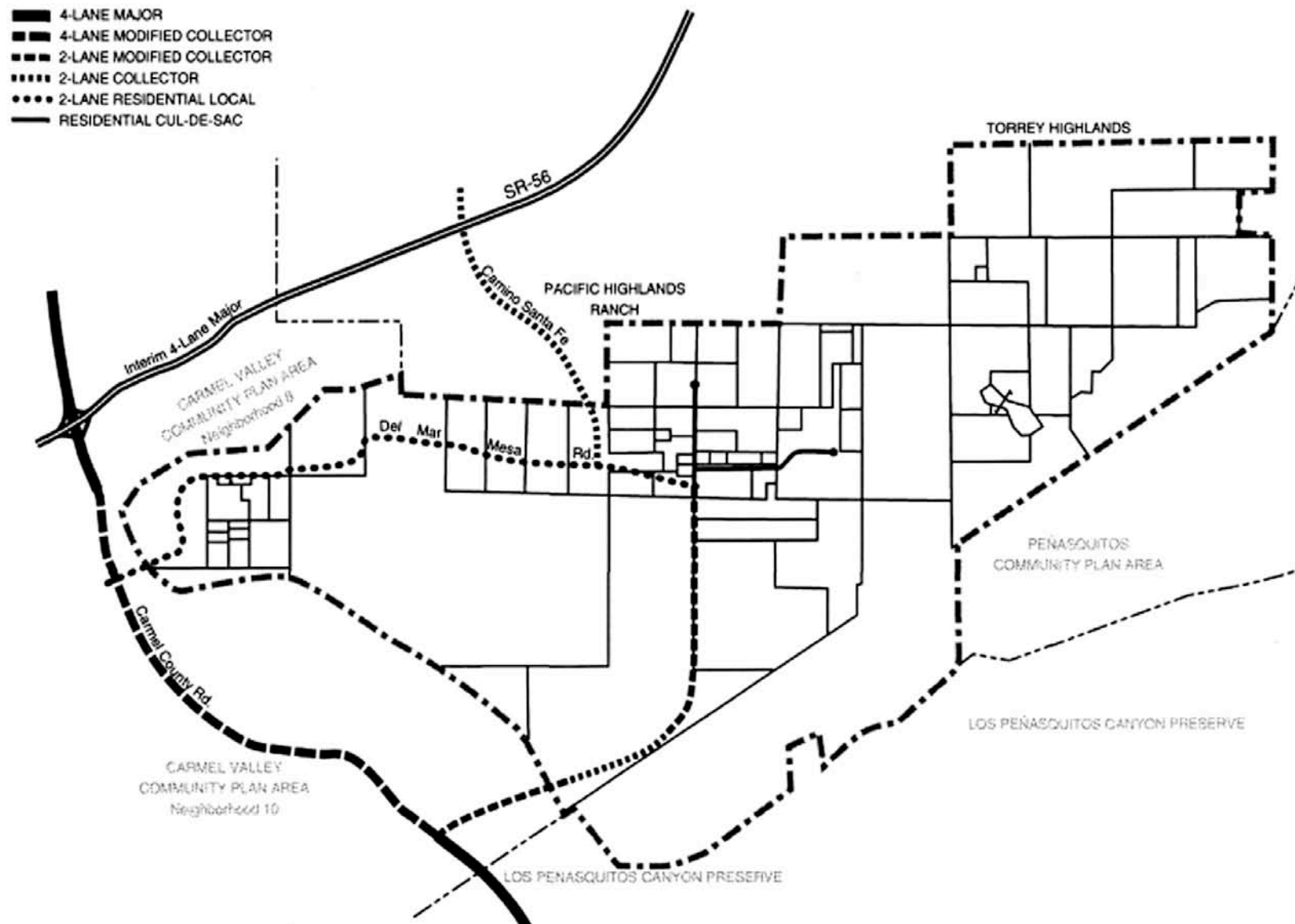
Del Mar Mesa Specific Plan

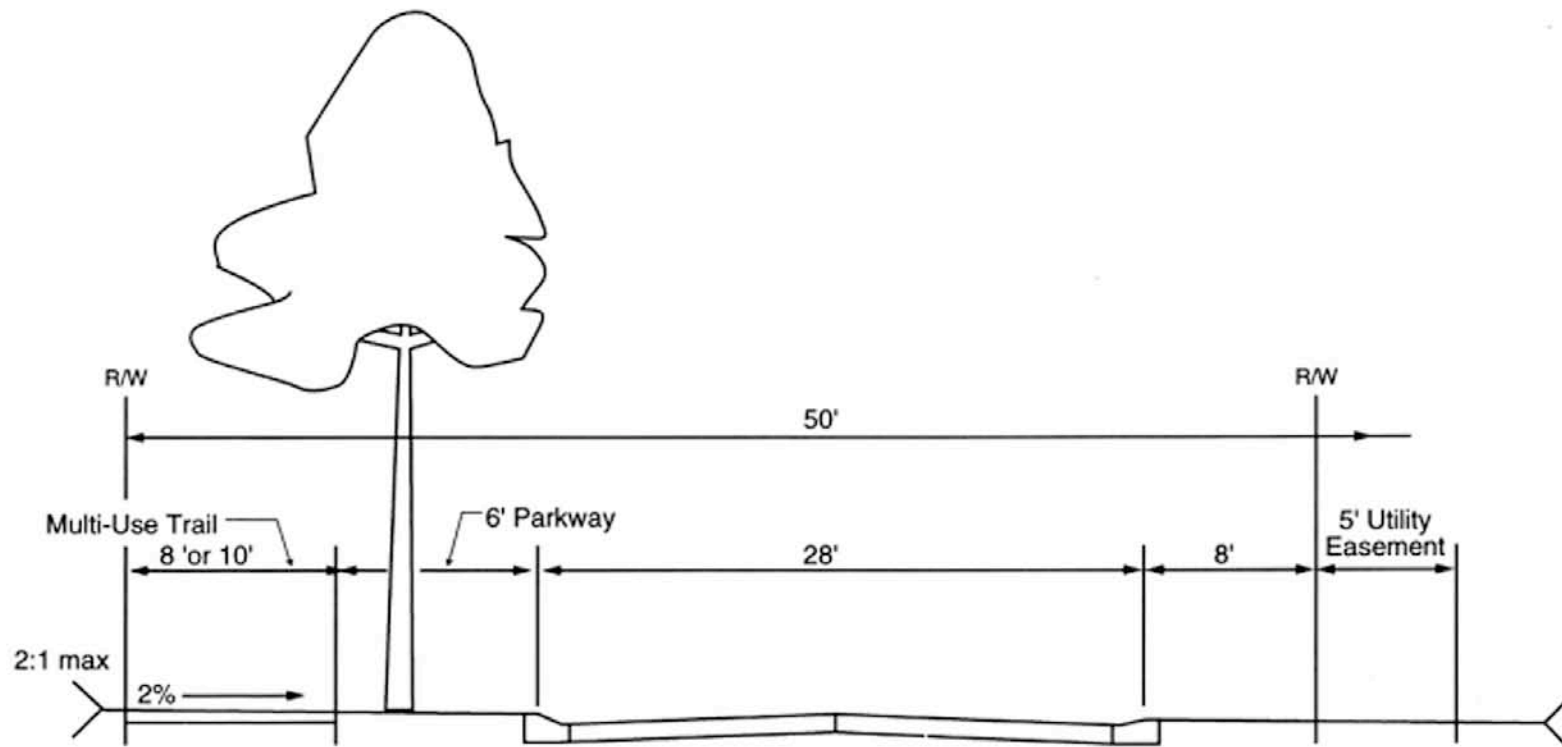
13
FIGURE



Lane Configurations at Signalized Intersections
Del Mar Mesa Specific Plan

14
FIGURE





* Where Multi-Use trail and equestrian trail share the same alignment, the joint trail shall be 10 feet wide with 52 feet of right of way.



Residential Local Street and Del Mar Mesa Road

Del Mar Mesa Specific Plan

16

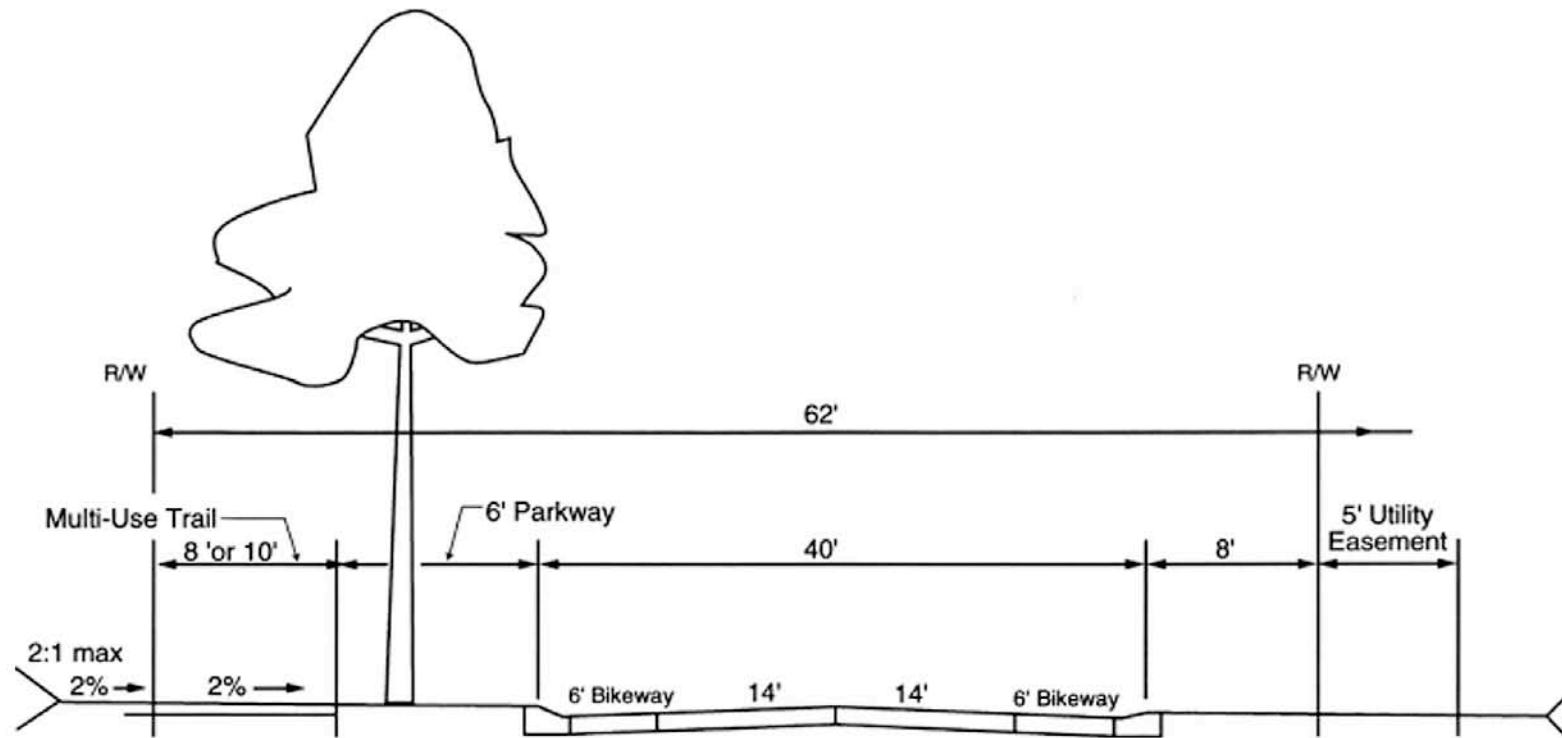
FIGURE

11. Hiking/Equestrian Trails

In order to provide a linkage to the open space system, connect Del Mar Mesa to the surrounding communities and provide the residents in the area with recreational opportunities, the Plan includes two trail systems. The multiuse trail shall be located adjacent to all circulation element roadways and shall be designed to accommodate walking, jogging, bicycling and horse riding activities. The trail shall be ten feet in width and separated from the roadway by a six-foot landscaped parkway. In order to direct trail users and provide for safety, the ten-foot trail shall be separated from the six-foot parkway by a three-foot high split rail type fence (see **Figure 19**). In addition to the multipurpose trail, a hiking/equestrian trail system is proposed. This system is intended to complement the roadside multiuse trail system by providing public hiking and riding opportunities away from vehicular traffic (see **Figure 20**). This system includes a trail on the northwestern edge of Del Mar Mesa connecting to Carmel Valley Neighborhood 8 and provides a link to existing and planned trails in Carmel Valley Neighborhood 10. In addition, trails are identified through the Lorenz Parcel (Area No. 70 on Figure 30) and farther to the east extending from Street Z, following the existing SDG&E easement and linking to Peñasquitos Canyon. The far eastern trail is designated for multiuse and will accommodate mountain bikes.

In general, existing equestrian/hiking trails designated for inclusion in the non-vehicular circulation system will be left in their present condition. Limited improvements may be made to address any existing hazards to safe passage. Roadside multiuse trails and new equestrian/hiking trails shall be improved to achieve City trail standards unless the trail is located in the MHPA or in an area with steep topography. Where topographic conditions allow, new trails shall be eight feet in width, constructed of decomposed granite to a depth of six inches and should be no steeper than ten percent grade. Within the MHPA, wildlife corridors and/or in areas of steep topography, trail widths should not exceed four feet in width. The width of the trail shall be ten feet where the multiuse trail and equestrian/hiking trail share the same alignment. Clear signage should be provided to direct users to designated trail areas.

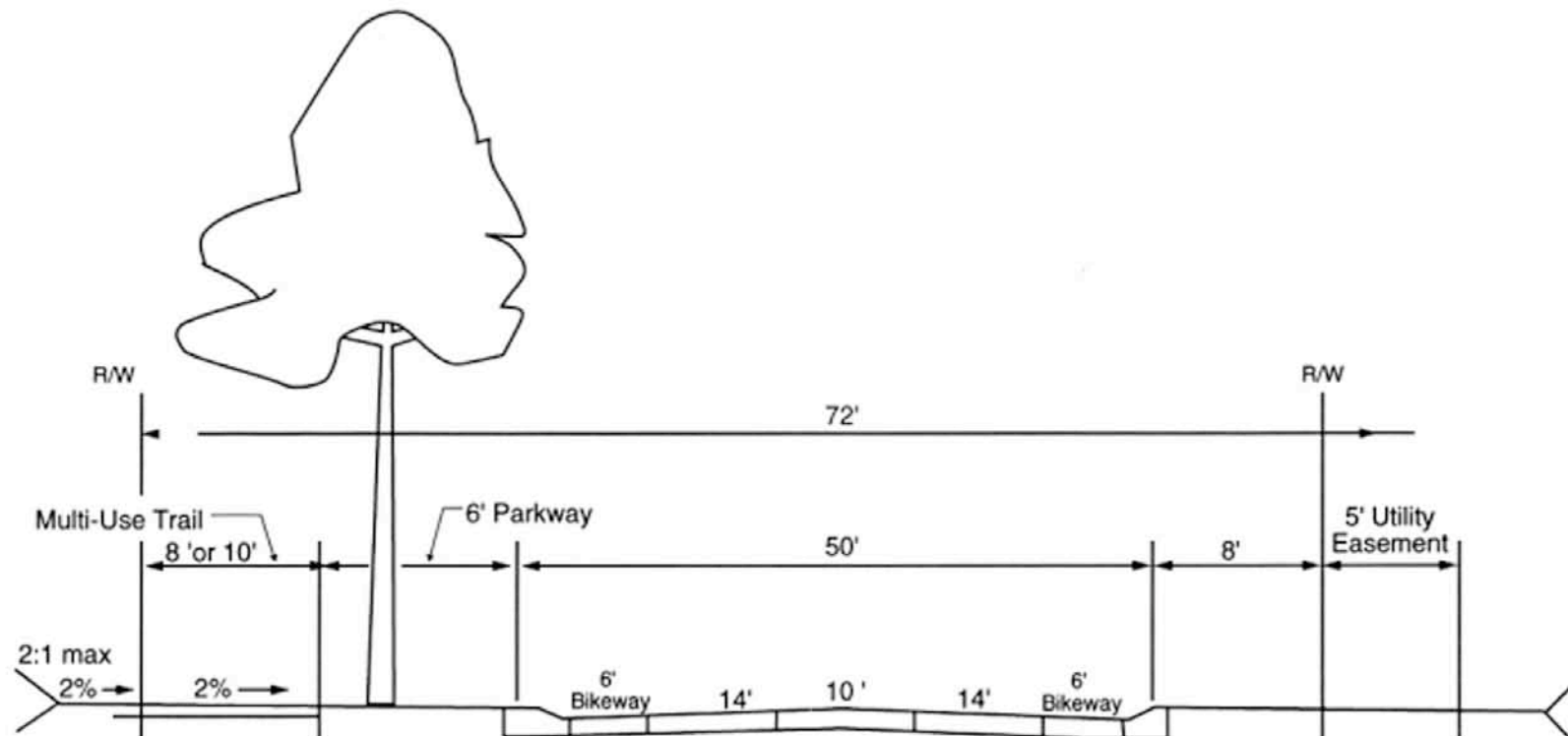
In order to assure the appropriate connections and trail design, a trail plan that implements the goals and objectives of the Plan shall be required prior to the approval of all future tentative maps. With review and approval of subsequent tentative maps within Del Mar Mesa, the precise alignment of the hiking/equestrian trails identified in **Figure 20** shall be determined and secured either through dedication or easement as a tentative map condition. Provisions for the maintenance of common trails shall be made either by defining maintenance as a responsibility of the appropriate homeowner's association in the area or through the formation of a Landscape Maintenance District.



* Where Multi-Use trail and equestrian trail share the same alignment, the joint trail shall be 10 feet wide with 64 feet of right of way.

(No Fronting Property)
Carmel Mountain Road (In Open Space Area)
and Camino Santa Fe Connection

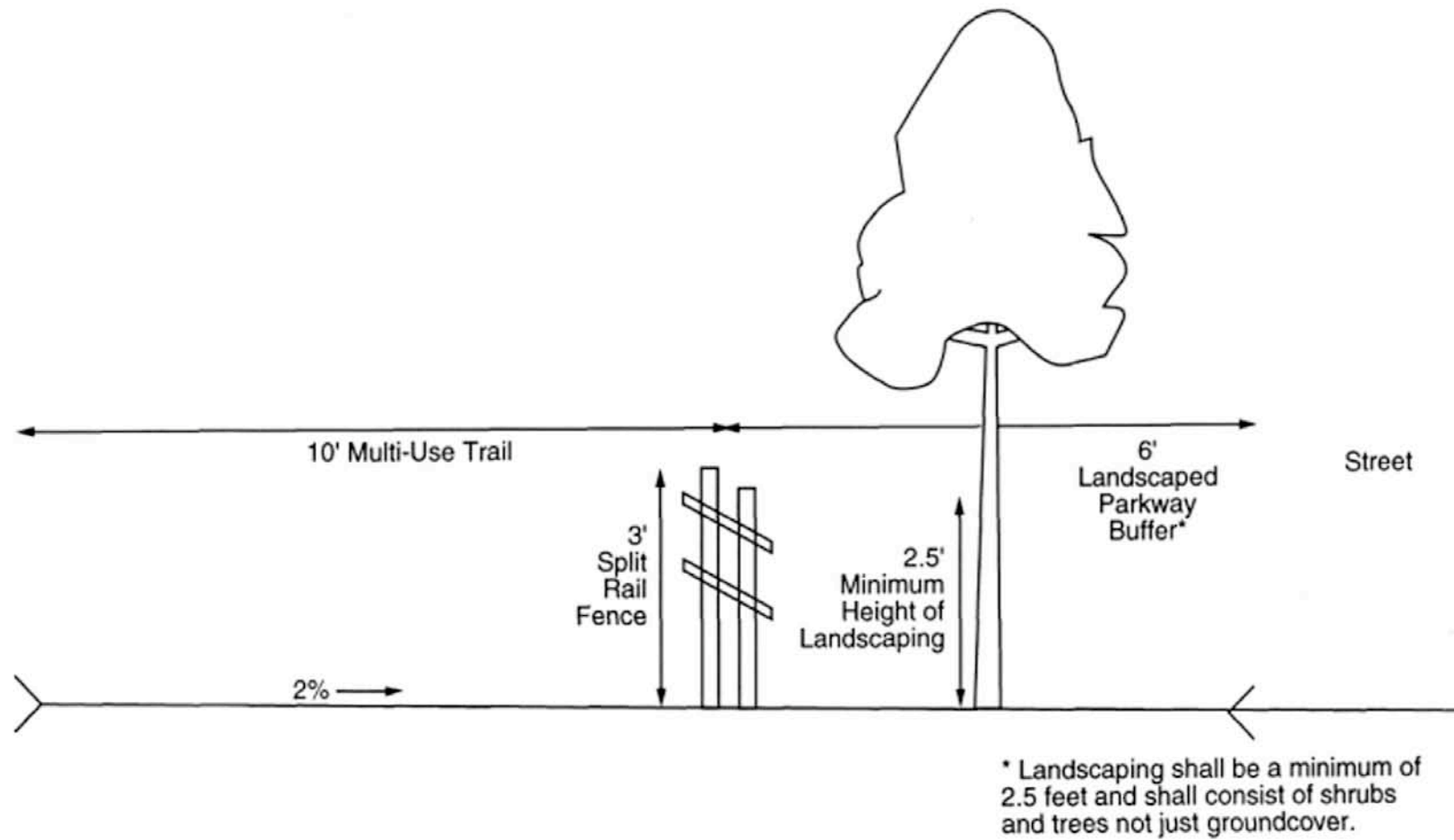


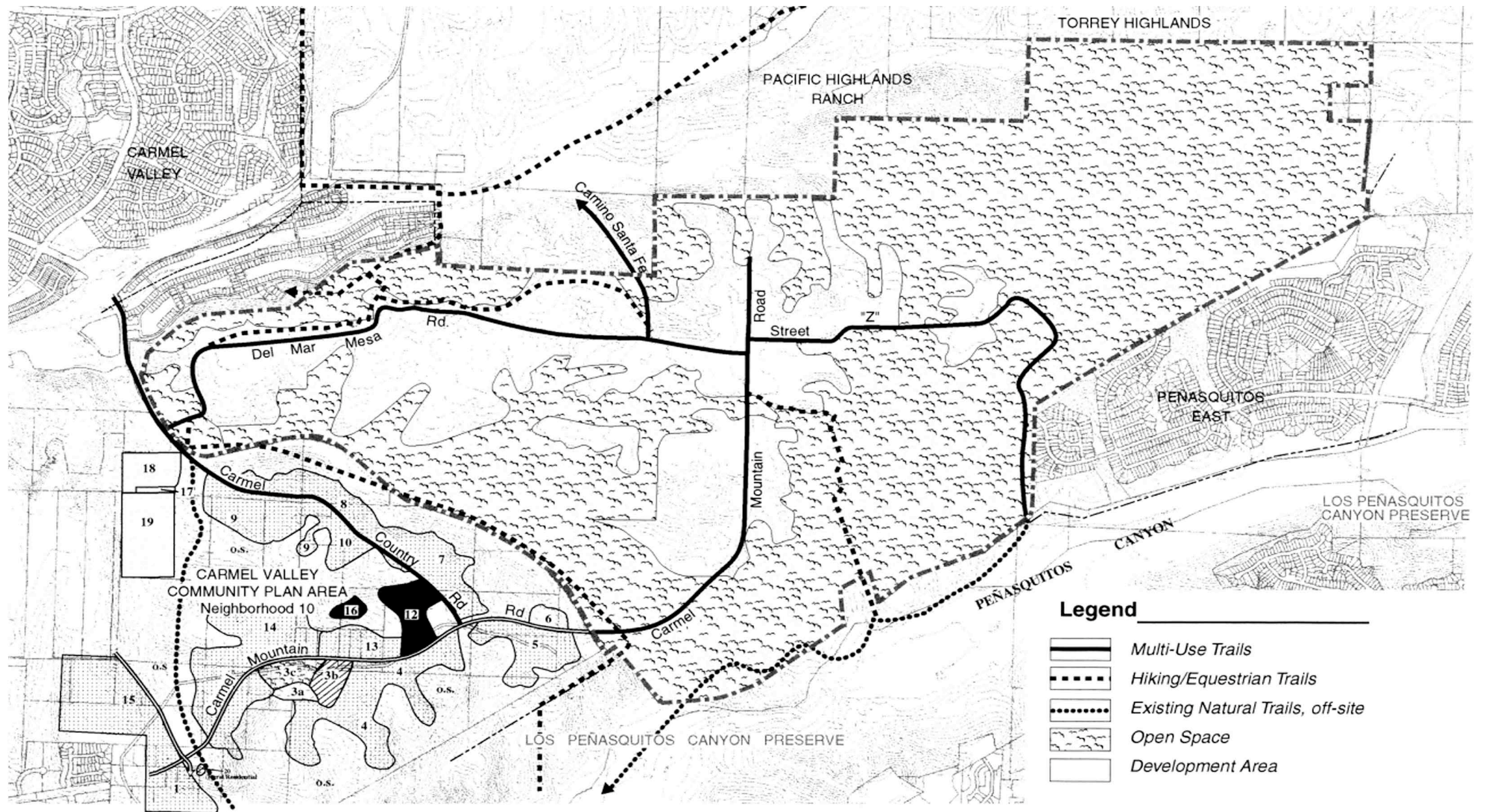


* Where Multi-Use trail and equestrian trail share the same alignment, the joint trail shall be 10 feet wide with 64 feet of right of way.

(With a Center Left-Turn Lane)
Carmel Mountain Road







12. Public Transit

The 1994 Regional Transportation Plan (RTP) identifies the SR-56 corridor between I-5 and I-15 as a potential transit corridor. The RTP states that if development through the North City Future Urbanizing Area is “focused on the potential station areas at sufficient intensities, guideway transit would be cost-effective in this corridor.” Given funding constraints and the proposed low-density development, the Metropolitan Transit Development Board (MTDB) has no current plans to provide transit service in this area. However, the Framework Plan for the FUA identifies SR-56 as a “Transit/HOV (high-occupancy vehicle)” emphasis facility with right-of-way reserved for HOV and possible future transit use. Residents of Del Mar Mesa could access potential future transit services through park-and-ride lots planned in Carmel Valley, Pacific Highlands Ranch and Black Mountain Ranch.

13. Bicycle Circulation

A six-foot-wide Class II bikeway is proposed along both sides of Carmel Mountain Road and Camino Santa Fe in accordance with the Street Design Manual. Bicycling opportunities would be also available along the remaining roadways of Del Mar Mesa along the ten-foot wide multiuse trail system. Typical cross sections for the Class II bikeway and the multiuse trail are illustrated on **Figures 21** and **19**. The bikeway system for the community is depicted on **Figure 22**.

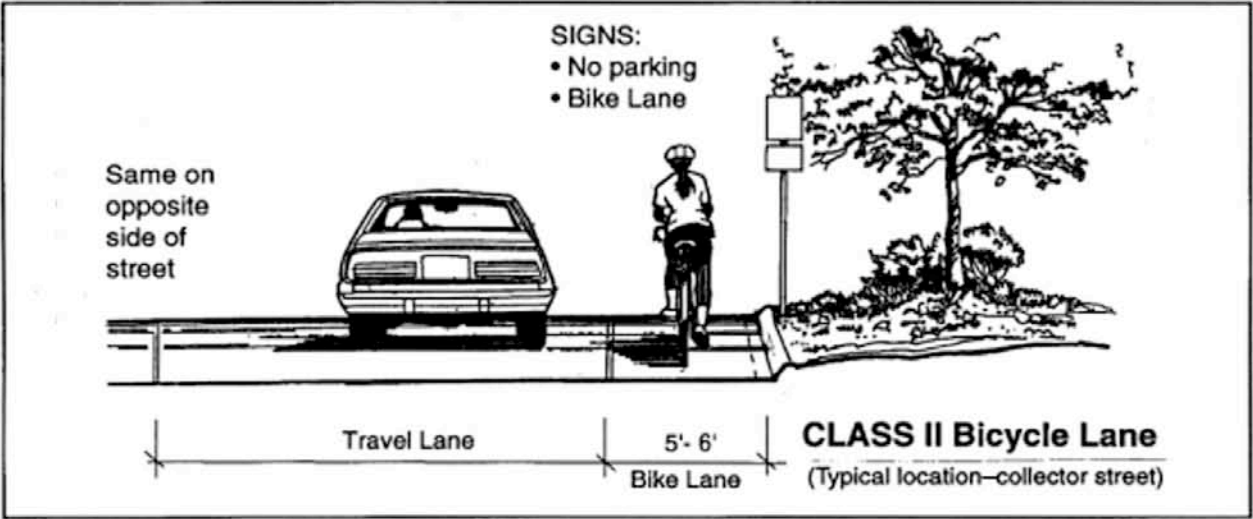
14. Park-and-Ride

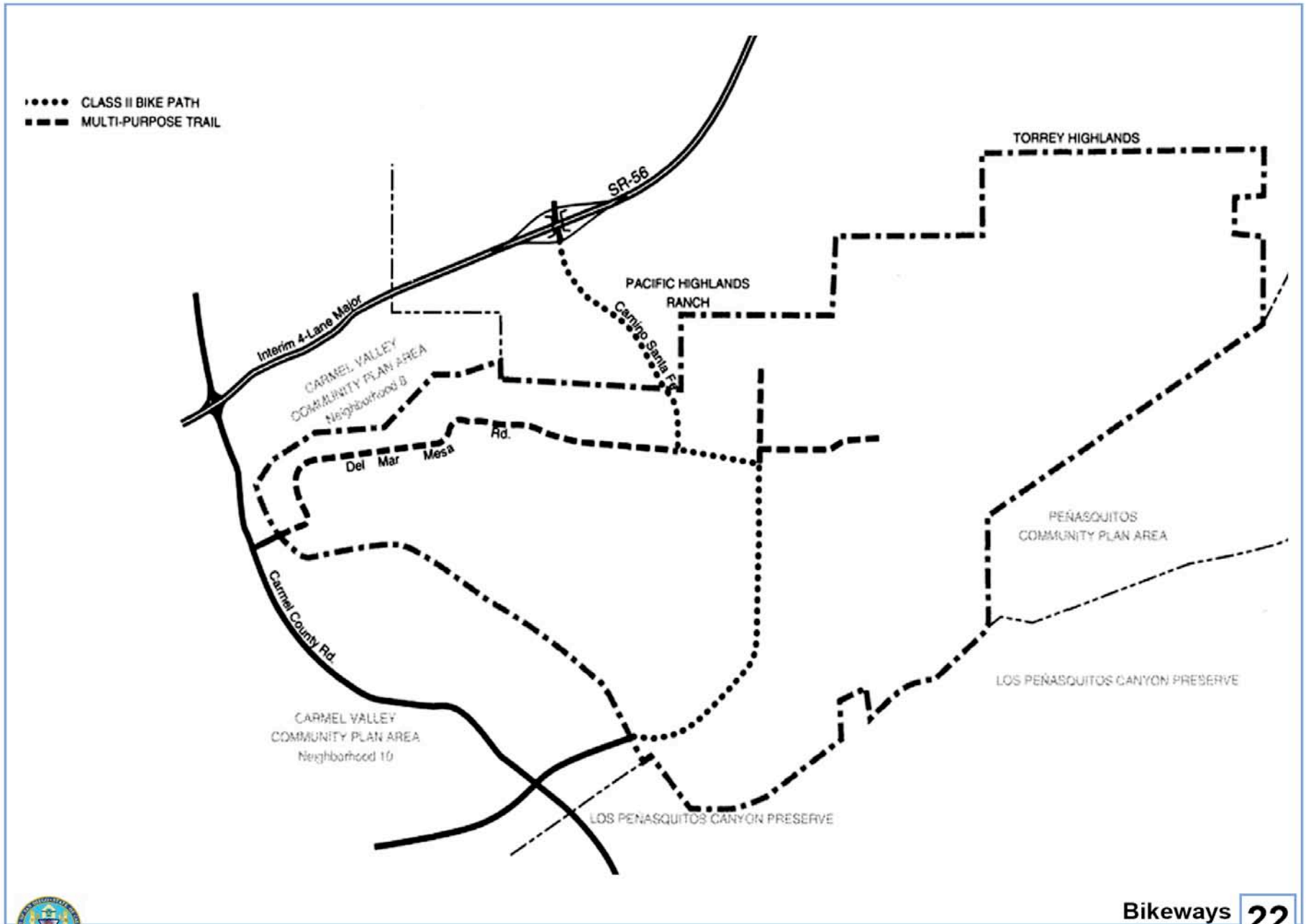
The California Department of Transportation (Caltrans) has a park-and-ride facility south of Carmel Valley Road and west of the I-5/SR-56 interchange. This facility has 68 spaces for commuter parking which are not fully utilized. Caltrans has identified the need for one or two park-and-ride sites as part of the development process for the middle segment of SR-56. The Pacific Highlands Ranch Subarea Plan designates a park-and-ride facility to be located within the employment center to facilitate ride sharing. A second park-and-ride facility is designated in Black Mountain Ranch within the north village.

Both Black Mountain Ranch and Pacific Highlands Ranch are planned to contain transit centers which provide shelter, bike storage and vehicle parking near the mixed-use centers of the communities.

15. Parking

Required parking facilities will be provided by the developers for their respective developments in accordance with zoning requirements.





Bikeways
 Del Mar Mesa Specific Plan **22**
 FIGURE

16. Street Lights

One of the defining characteristics of Del Mar Mesa is the dark night sky. This is a unique resource in a city the size of San Diego and should be preserved. In order to preserve the rural nature of the community and protect the resources in the MHPA, this resource should be maintained in Del Mar Mesa. The Multiple Species Conservation Plan Subarea Plan states:

Lighting shall be designed to avoid intrusion into the MHPA and effects on wildlife. Lighting in areas of wildlife crossings should be of low-sodium or similar design.

In order to preserve this important resource, standard street lighting is not desirable. The only streetlights that should be provided in the community are those necessary for safety as determined by the City Engineer, such as but not limited to, intersections and sharp turns. The street lights that are required for safety shall be efficient, avoiding spill over and lighting only necessary areas. Spillover shall be eliminated through the selection of the appropriate light standard and lighting device (bulb). The standard lighting, where necessary for safety shall be full cut-off, low-pressure sodium lights, mounted on poles with a maximum height of 16 feet. In addition to reduced street lighting, the lighting of private recreational facilities, such as tennis courts, shall not be permitted. Swimming pools may be lit for safety purposes, using ground lighting that does not project more than six feet from the lighting source. The outdoor lighting of single-family residences is permitted and may be installed for the purposes of safety and security. However, this lighting shall minimize the emission of light rays into the night sky and neighboring open spaces and properties. Carefully designed lighting plans are required when submitting for building permits in order to determine the best balance between safety, security and the preservation of the dark night sky and protection of the resources in the MHPA. This lighting plan shall indicate the locations, type and materials of all project lighting and depict the range of this lighting. Lighting is also to be provided per the following MSCP guidelines:

Artificial lighting is generally not a compatible use in preserve areas as it can be detrimental to wildlife use, particularly to nocturnal species. Artificial lighting is not to be provided in preserve areas. Streetlights are to be installed if essential for roadway, facility use and safety. Low voltage outdoor or trail lights, spotlights, or bug lights are prohibited in the preserve.

17. Off-Road Vehicles

Off-road vehicle activity is an incompatible use in the open space area, except by public agencies for maintenance, management, or emergency purposes. Trail and utility access points should include barriers to preclude off-road use.

E. COMMUNITY DESIGN GUIDELINES

While land use and lot sizes have a considerable impact on the rural characteristics of a community, the visual aspects of the community and the design details of the built form are also important components in preserving the rural atmosphere. In the development of the Plan, smaller lot sizes were permitted in order to preserve large tracts of contiguous open space. Although the lot sizes in the Plan area are in some cases smaller than traditional estate lot sizes, the preservation of the rural character is still important and can be achieved through design standards. The development of mass produced tract homes would be inappropriate and contrary to the historical trend of development in the community and to the goal of maintaining and enhancing the rural character of the community. The following design guidelines are intended to preserve the rural character of Del Mar Mesa and encourage private developers to design projects that are compatible with the image and scale of a rural community.

GOAL: DEVELOP THE COMMUNITY OF DEL MAR MESA AS A RURAL COMMUNITY THAT EMPHASIZES OPEN SPACES, DARK NIGHT SKIES, HIKING AND EQUESTRIAN TRAILS AND SENSITIVELY DESIGNED DEVELOPMENTS WHICH COMPLEMENT THE EXISTING TOPOGRAPHY

The Framework Plan contains implementing principles for very low-density and Estate Residential neighborhoods. The following are several of the implementing principles that apply to Del Mar Mesa:

- Lot configuration and site design should emphasize canyons, hillsides and ridges as the visual focus points of neighborhoods. The layout of lots in these neighborhoods should adapt to existing topography and natural features, avoiding standard repetitive lot sizes and shapes.
- Develop clear pedestrian and open space linkages within and between neighborhoods.
- Streets, drives, parking and emergency vehicle access should be aligned to conform, as closely as possible, to existing grades and minimize the need for the grading of slopes. Streets and other built improvements should not greatly alter the physical and visual character of the hillside.

The following principles are those implementing principles which are specific to Del Mar Mesa and refine the Framework Plan principles listed above. These principles should be applied to all development projects in order to preserve the rural character of the community and develop a community consistent with this goal:

- Preserve the rural character of the community by reducing the bulk and scale of structures and integrating subdivisions into the existing topography and vegetation through the use of sensitive design and grading techniques.

- Complement the topography of Del Mar Mesa by designing structures which reflect and complement into the surrounding terrain.
- Utilize landscaping, fencing, street design and sensitive light treatments to preserve the qualities that contribute to the rural character of the community, such as the dark night skies and the open spaces.
- Preserve and enhance the recreational opportunities and promote non-motorized linkages within Del Mar Mesa and the surrounding communities by providing a system of hiking and equestrian trails in the community.

The following design guidelines and regulations which are included in this section are designed to implement these principles and to preserve the rural character of the community:

- Minimum Lot Size: .5 acres unless a specific lot size is specified in the Plan.
- Minimum Street Frontage: The requirement for minimum street frontage can be deviated from in order to preserve finger canyons and other topographic features.
- All residential structures shall be sited to take advantage of views and designed to blend in with the topography. The lot layout shall take advantage of the larger lots to provide a variety of orientations for the homes. The orientation of each lot shall be based upon view potential, topography, climate and exposure and relation to other homes and streets.
- Lot configuration and site design should emphasize canyons, hillsides and ridges as the visual focal points of the neighborhood. The layout of the lots and streets shall adapt to the existing topography and natural features, avoiding standard lot sizes and shapes and minimizing cut and fill.
- In order to reduce the bulk and scale of the homes, architecture should be designed to complement the surrounding vegetation and topography, taking cues from the natural features of the site rather than overwhelming and dominating these features. This may be achieved by dividing the building heights into one and two story components, varying the rooflines and wall planes, providing openings, projections, recesses and other building details. Additionally, entries, arcades, stairs, overhangs and unique, creative building shapes and angles can help to complement the surrounding vegetation and topography and create and define outdoor space. All accessory buildings and garages shall be integrated into the main home as subordinate elements which are designed with the same materials and of the same architectural style.
- The elements described above, such as varying wall planes, projections, recesses and building details, shall be provided on all elevations of each home.

- The location of the garage shall be subordinate to the main home. By reducing the visual impact of the garage, homes may be able to avoid the standard tract appearance and reduce the bulk and scale of the structures. The large lots provide the opportunity to place the garages to the rear of the homes, detached from the homes and oriented away from the street or designed to be side-loaded. Only 50 percent of the square footage for garages oriented away from and placed to the rear of the homes shall be counted towards the maximum lot coverages for each lot. All lots with over .5 acre of flat, graded pad area shall utilize alternative garage orientations.
- Driveways:
 - The number of driveways accessing public streets shall be kept to a minimum. However, U-shaped driveways could be accommodated that have two access points to the public street.
 - The appropriate use of shared driveways is encouraged. Where lots will access a public street, shared driveways shall be used where appropriate to minimize the number of access points to adjacent roadways (see **Figure 23**).
 - The maximum number of units served by a shared driveway shall be four.
 - Minimum shared driveway width: 16 feet with two-foot graded and stoned shoulders on both sides.
 - Paving shall be required in areas where driveway grade is in excess of six percent.
 - Maximum length of shared driveway: 1,000 feet.
 - All driveways in excess of 500 feet shall provide a turnout approved by the Fire Department.
 - Improvement of driveways with asphaltic concrete is not required. If the above improvement is not proposed, four inches of decomposed granite or suitable alternate material may be approved by the City Engineer in lieu of more durable paving on residential driveways. Shared driveways shall conform to all other driveway standards for a single driveway other than property line location.
 - PDPs that include shared driveways shall include a condition requiring a driveway maintenance agreement.
- Landscaping:
 - Street trees should be clustered and set back various distances from the roadways, where possible, to avoid uniform design and permit a minimum six to eight foot root zone for optimal growth of large trees. The multiuse trail can meander through the public right-of-way and a six to ten foot landscape easement can be used to achieve this goal. Suggested street tree species include Pepper, Oak and Sycamore.

- Where possible, native vegetation should be maintained. Landscape design should seek to incorporate the color palette of surrounding native vegetation. Manufactured slopes should be replanted with fire retardant native species, where possible, to control erosion.
- Fencing: The open spaces and spaciousness of the existing community contributes significantly to the rural character of Del Mar Mesa. In order to preserve this feeling of spaciousness and to protect views both to and from the open spaces that surround the development area, solid walls or fences shall not be permitted in front or street side yards except when these fences are necessary for safety reasons. Residential developments may, if fencing is necessary for safety and privacy, have open fencing in the front and street side yards of their lots. The recommended fencing design and material is four-foot post and rail. In addition to post and rail, the following is a list of other acceptable fence materials: native stone, masonry, detailed wrought iron, wood, brick. Fence heights shall not exceed four feet unless specified in the discretionary approval for the project. In the case of side yard fencing that is necessary to screen a backyard pool, a six-foot fence may be constructed of either solid, chain link or wrought iron material. All fences in the community, other than the four-foot high post and rail fence, shall be required to have landscaping that will soften and screen the full height of the fence, either in the form of non-invasive vines, trees or tall shrubs.
- Gated access: Gates shall not be permitted where their placement would preclude access to open space and trails. Gated projects shall be consistent with Council Policy 600-42, Council Policy on Gated Communities.
- Brush Management: Brush Management in Del Mar Mesa shall be consistent with citywide regulations, except in cases where more specific brush management measures are defined in the site specific development regulations located in this plan.
- Signage: For residential developments, signage will be limited to access, litter control and educational purposes. A Comprehensive Sign Plan shall be prepared for all projects proposing signage in excess of access, traffic control, litter control and educational purposes.
- Grading Design Policies: The philosophy behind the Plan was to preserve the steep slopes and designate the flatter portions of the mesa for development. Although the areas designated for development are primarily flat, some canyons were included in the development area, particularly along the edges of the preserve area. Special care shall be taken to preserve these canyons.
- Where grading is necessary, daylight grading at the edges of the preserve is preferred. If grading is proposed adjacent to the preserve, all disturbance including cut and fill slopes, must occur wholly within the development area. Graded areas adjacent to the preserve shall be re-vegetated with native plant species.

- Grading in the community shall be minimized. Grading shall be permitted for only those areas necessary for the construction of streets and homes. Large quantities and areas of grading shall not be permitted as this type of grading is unnecessary for the development of single-family homes and is out of character in a rural community. Where grading is necessary for the placement of streets, homes and accessory uses, landform grading techniques shall be utilized in order to create only new slopes that topographically resemble the natural landforms of the surrounding area. The use of split pads is encouraged in order to accommodate accessory uses such as pools and tennis courts.
- In order to minimize the grading necessary for development, lot configuration and site design shall adapt to the existing topography and complement the natural features of the site. The created lots shall emphasize canyons, hillsides and ridges as visual focal points and avoid standard lot sizes and shapes. Existing topography and landforms, drainage courses, rock outcroppings, vegetation and views shall be incorporated into the design of lots to the maximum extent feasible.

The above grading policies shall apply to all projects proposed in Del Mar Mesa unless alternative grading policies have been established in the site-specific development regulations described in this Plan.

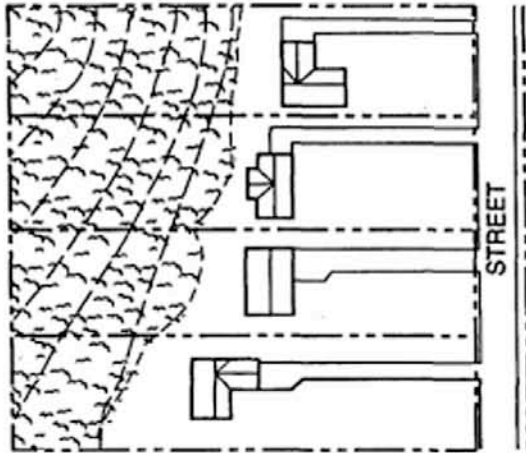
- Planned Development Permit

The San Diego Municipal Code allows deviations from the standard requirements with the use of a planned development permit. Although such deviations are permitted in the Del Mar Mesa community, certain deviations, such as maintaining the minimum lot size and setbacks, would negatively impact the rural character of the community.

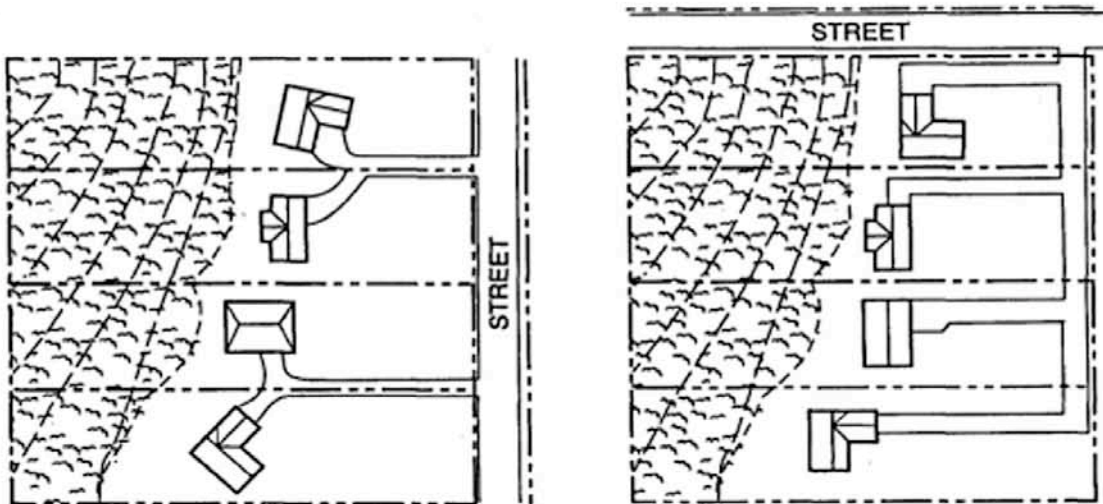
- The minimum setbacks in the Del Mar Mesa community shall be:

Front:	25 feet
Side:	15 feet (or 30 feet between structures)
Rear:	25 feet
- The maximum lot coverage for a two-story home shall be 30 percent. The maximum lot coverage for a one-story home shall be 40 percent.
- The minimum lot size shall be 0.50 acre.

Deviations from these standards will not be permitted unless deemed appropriate for the rural character by the Planning and Development Services departments, or unless otherwise specified in the site-specific development regulations of this Plan. Consideration for deviations should be based on compatibility with surrounding topography and vegetation, surrounding lot sizes and configurations, the architecture proposed for the project and whether the requested deviation results in a project that is superior to a project that could be realized without the requested deviation.



Conventional development of frontage lots with individual drives.



Use of common drives for frontage lots is encouraged.



F. COASTAL ELEMENT

Portions of Del Mar Mesa are located within the Coastal Zone and are governed by the North City Local Coastal Program (LCP), adopted by the City Council and certified by the California Coastal Commission. These include areas designated Estate Residential and Resource Based Open Space in the northwest corner of the Del Mar Mesa and open space areas primarily in public ownership in the southern part of the subarea (see **Figure 5**).

The Plan, in addition to the NCFUA Framework Plan, constitutes the land use plan segment for Del Mar Mesa within the City's LCP. This Plan is intended to implement the Framework Plan and the North City LCP.

The Plan and Plan amendments and ordinances necessary to implement the Plan require certification by the California Coastal Commission in order to become effective in the Coastal Zone areas. The California Coastal Commission certified the Del Mar Mesa Specific Plan on August 13, 1997. Upon this certification, the City assumed coastal permit authority for all areas located in the Coastal Zone within the Del Mar Mesa community.

Implementation

IV. IMPLEMENTATION

A. RELATIONSHIP WITH THE FRAMEWORK PLAN AND GENERAL PLAN

The North City Future Urbanizing Area Framework Plan and the General Plan provide the basic policies and underlying standards for the Del Mar Mesa Specific Plan. The Plan, however, is a refinement of the NCFUA Framework Plan and General Plan, and as such, constitutes an amendment to these plans. Specific text and map amendments to the Framework Plan and General Plan, as summarized in **Appendix B**, will be adopted concurrently with the Plan, in order to achieve consistency between the two plans. Wherever the policies or development standards of the Plan differ from the Framework Plan, the Del Mar Mesa Specific Plan shall take precedence.

The Framework Plan should also be used in evaluating discretionary development projects, with the exception of recommendations that require a phase shift to implement. Specifically, Framework Plan Section 4.8, "Implementing Principles: Very Low-density and Estate Residential neighborhoods," applies to residential development projects in Del Mar Mesa.

B. FURTHER CALIFORNIA ENVIRONMENTAL QUALITY ACT REVIEW

It has been determined that subsequently submitted project level detail, including tentative maps and development permits, will be considered new information which was not known and could not have been known at the time the Master EIR was certified as complete. As such, the exemption from the requirement of the California Environmental Quality Act (CEQA) provided for by Government Code Section 65457 will not be applicable. However, the City's intention is to streamline future environmental review by analyzing the potential impacts of the Plan at a level that will be sufficient for future projects, where possible, and by providing a framework for future impact analysis and mitigation consistent with the Master EIR.

In lieu of the exemption for future projects within the Plan and consistent with the Master EIR process provided for in CEQA, the City will prepare an Initial Study when a future project is submitted. The Initial Study will determine whether the project may cause any significant impact that was not examined in the Master EIR and whether the project was described as being within the scope of the Plan. If it is determined that the subsequent project will have no additional significant impacts, and no new or additional mitigation measures or alternatives are required, then written findings can be made based on the Initial Study and no new environmental document will be required. If the Initial Study findings cannot be made, then either a Mitigated Negative Declaration or Focused EIR will be required.

Mitigation of significant impacts to sensitive species and important habitats that would occur with development of future projects can be achieved through a combination of purchase and dedication of the privately held designated open space areas within Del Mar Mesa, if feasible.

C. ZONING

The Plan relies on citywide base zoning to implement the Plan. It also provides criteria for deviations from the minimum standards of the zone, if a discretionary planned development permit is obtained. This is consistent with the goal of the Land Development Code—to avoid "tailored zoning" for specific areas.

1. **Parcels in City Ownership Designated for Open Space and Other Mitigation Land**

City-owned parcels, with the exception of those owned by enterprise fund departments, are allocated no development in the Plan. Parcels in state or county ownership are allocated one dwelling unit/ten acres consistent with the existing zoning. For the location of these parcels refer to lands designated Publicly Owned Open Space in **Figure 7**.

Existing Zoning

AR-1-1 or AR-1-2 zoning.

Proposed Zoning

In the future as part of a larger city rezoning effort, the OC-1-1 zone should be applied to these parcels and any other parcels that are purchased by the City for mitigation purposes and/or are designated for open space.

2. **Parcels designated Open Space/Rural Residential**

Existing Zoning

For these parcels, as designated Open Space/Rural Residential in **Figure 6**, the existing zoning is AR-1-1 and AR-1-2. Parcels within the AR-1-1 zones within this designation (as shown on **Figure 24**) are precluded from applying for the one dwelling/four acre rural cluster option.

Proposed Zoning

No change proposed.

3. **Parcels in the AR-1-2 Zoned Areas with Areas Designated for Development**

Existing Zoning

AR-1-2, as shown in **Figure 24**.

Proposed Zoning

No change proposed.

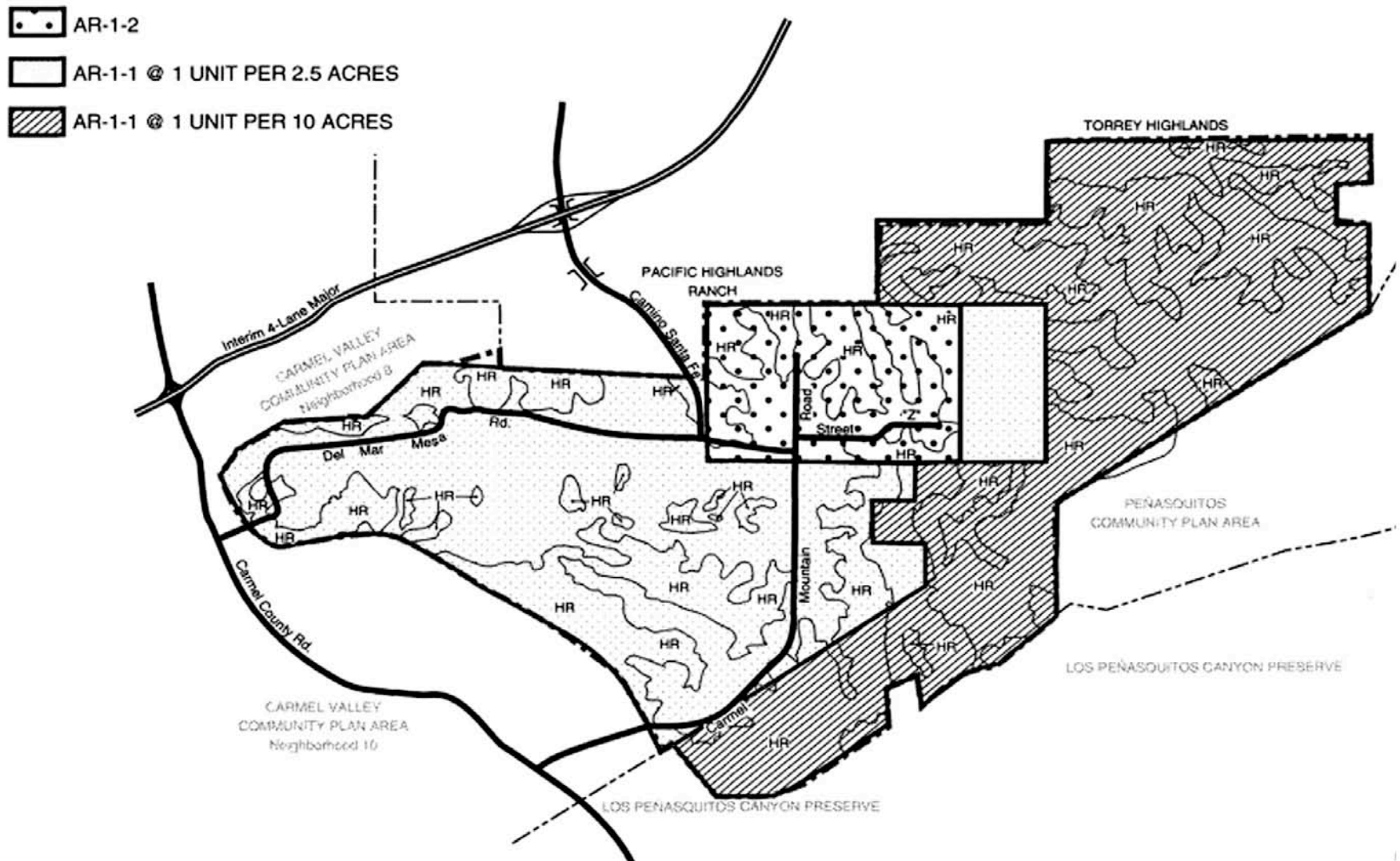
4. Parcels in the AR-1-1 Zoned Areas with Areas Designated for Development

Existing Zoning

The AR-1-1 zone in areas designated for development is amended in the Plan to permit a density of one dwelling unit/2.5 acres. In addition to amending the AR-1-1 zone, the Plan also provides specific development regulations for the community. The properties zoned AR-1-1 with a permitted density of one dwelling unit/2.5 acres are depicted on **Figure 24**. The development regulations for these properties are as follows:

Proposed Zoning

No change proposed.



Existing Zoning
Del Mar Mesa Specific Plan

TABLE 8
AR-1-1 ZONE DEVELOPMENT REGULATIONS FOR DEL MAR MESA

Development Regulations	AR-1-1 Zone Regulations for Del Mar Mesa
Permitted Uses	Same as citywide AR-1-1
Permitted Density	1 du/2.5 ac
Minimum Lot Area	1 acre
Minimum Lot Dimensions	
- Street frontage	100 feet
- Width	100 feet
- Depth	150 feet
Setbacks	
- Front	25 feet
- Side	20 feet (40 feet between structures)
- Rear	25 feet
Height	Same as citywide AR-1-1
Lot Coverage	30 percent for a two-story, 40 percent for a one-story
Off-Street Parking	Same as citywide AR-1-1 zone with exception that improvement of driveways with asphaltic concrete is not required. If the above improvement is not proposed, four inches of decomposed granite or suitable alternate material may be approved by the City Engineer in lieu of more durable paving on residential driveways.

D. SUPPLEMENTAL DEVELOPMENT REGULATIONS

The following provides development regulations for use in reviewing deviations from the minimum standards of the zone permitted with a discretionary planned development permit. These apply to all areas within Del Mar Mesa unless more specific development requirements are provided below.

1. Site-specific Development Regulations

The following provides minimum standards for specific parcels within Del Mar Mesa to be applied when reviewing tentative maps and discretionary development permits. Where these standards conflict with other provisions of the Plan, the Site-specific Development Regulations shall apply. A Planned Development Permit is necessary to implement these where there are conflicts with base zoning.

a. Shaw Texas (Area No. 61 on Figure 30)

- Minimum Lot Size: 12,000 square feet
- Within the approximately 70-acre area located within the southwest portion of the Shaw property, residential and accessory uses, including public streets and any other facilities, shall be limited to a maximum of 25 percent of the area and clustered on the flatter portions, with no disturbance on slopes or the 75 percent that remains on the lots as open space. All brush management shall be accommodated within the defined development area.
- In the approximately 70-acre area located within the southwest portion of the Shaw property no development shall occur within 60 feet of the designated MHPA boundary, except brush management activities, public and private roads and driveways.
- A culvert to facilitate wildlife movement shall be provided where Carmel Mountain Road crosses the Urban Amenity Open Space area on the northern portion of the parcel. This project is a Del Mar Mesa PFFP and FBA funded improvement.
- Per a private agreement, Area No. 62 on Figure 30 has been conveyed to the resort hotel and golf course property owner. The density associated with Area No. 62 corresponding to the allocation for AR-1-1 parcels designated for development is transferred to the Shaw Texas site. This equates to seven dwelling units corresponding to the one dwelling unit/2.5 acre allocation. This should be memorialized in the discretionary permit for each project.
- A conceptual layout of the Shaw Texas project is shown in **Figure 25**. This layout, developed in consultation with City staff, identifies steep slopes and biological impacts, provides an Urban Amenity Open Space corridor as designated in the specific plan and clusters development to

maintain the viability of a critical wildlife corridor on the southwestern edge of the project. This conceptual site plan may be refined based on further City review of the tentative map. An alternative conceptual development plan is shown in **Figure 27**.

Should the Shaw/Texas and Lorenz properties be processed as one PDP, then the following criteria shall apply:

- There is no increase in the number of dwelling units that may be achieved on the properties. The combined dwelling unit count shall be consistent with the dwelling unit count already approved for the Shaw/Texas and Lorenz properties.
- Homes shall be sited to avoid a standard tract development pattern. In order to achieve this goal the following design concepts shall be incorporated into the project:
 - Initial home construction shall include a minimum of 25 percent of the homes as single story.
 - The design of each home shall include a similar level of detail, such as varying wall planes, projections and recesses and similar quality of design and materials on all proposed elevations.
 - Houses shall avoid large unbroken wall planes, incorporating openings, projections, recesses and changes in plane and building detail.
 - Homes shall incorporate the use of overhangs and building shapes in a way that results in the creation of usable outdoor spaces.
 - The project shall be designed so that adjacent homes shall not have similar elevations.
 - The rear elevations of homes shall include offset wall planes to achieve a variety of setbacks.
 - Lot widths may vary. However, the minimum lot width shall be no less than 90 feet (as measured from the mid-point of the building pad). A minimum of 25 percent of the rim lots shall be 100 feet wide.
 - Earthen berms shall be provided along Carmel Mountain Road, except adjacent to open space and locations where project entrances occur and intersections or where there are physical constraints which would prohibit such berming.
 - The maximum lot coverages for the project shall be 30 percent for two-story homes and 40 percent for single story homes.
 - The minimum sideyard setbacks shall be 30 feet between two adjacent two-story homes and 25 feet between any two homes in which at least one is one story. A minimum side yard setback of ten

feet shall be provided between the house and the property line, except along the street side yards which shall be a minimum of 15 feet.

- The location of the garage shall be subordinate to the main home. By reducing the visual impact of the garage, homes may be able to avoid the standard tract appearance and reduce the bulk and scale of the structures. The large lots provide the opportunity to place the garages to the rear of the homes, detached from the homes and oriented away from the street or designed to be side-loaded. Non-front loaded garages may have a 15-foot front yard setback.
- Measures to accommodate the multiuse trail and the 12- to 14-foot multiuse undercrossing within the Urban Amenity upon the Shaw/Texas parcel shall be made if the City and/or community secure the necessary approvals from adjoining properties and supplemental funding is provided in the FBA to cover incremental increases in construction costs.

b. Lorenz Parcel (Area No. 70 on Figure 30)

- Del Mar Mesa, the permitted density for this parcel is one dwelling unit/2.5 acres. The Lorenz parcel could accommodate approximately 32 units (78.4 acres at one dwelling unit/2.5 acres). An additional 15 dwelling units (as per Development Agreement No. 00-18571) may be transferred from the Deer Canyon parcel (Area No. 50 on Figure 30) to the Lorenz parcel resulting in a maximum of 47 units. The Deer Canyon parcel will be transferred to City ownership as per the terms of Development Agreement No. 00-18571. This is consistent with the Plan. The 15 dwelling units associated with the Deer Canyon parcel may also be transferred to other development areas within the Del Mar Mesa community or the NCFUA, per a separate agreement with the City.
- All brush management shall occur within the defined development area for lots contiguous to the MHPA. Deviations from brush management standards shall be considered if they are consistent with the Alternative Compliance provision of the Landscape Technical Manual. Fencing will be located at the limits of the development area.
- Minimum Lot Size: .4 acres. This can be adjusted to accommodate the dwelling unit allocation of 47 dwelling units. Setbacks, coverages and lot size limitations shall be adjusted to accommodate the unit allocation. If the Shaw/Texas and Lorenz properties are developed under one PDP, then the site-specific regulations described above for the Shaw/Texas property shall apply and the project shall be designed to be consistent with these regulations.
- Conceptual Land Use Areas for the Lorenz parcel are shown on **Figure 26**. An alternative conceptual land use plan is shown on **Figure 27**. This

is the applicable conceptual land use plan should the Shaw/Texas and Lorenz properties be developed as one PDP.

- Should Shaw/Texas and Lorenz be processed as one PDP, then the design criteria as described in Section 10a (Shaw/Texas parcel) shall apply.

c. Mesa Verde Property (Area Nos. 19, 20, 22, 29 and 43 on Figure 30)

- Minimum Lot Size: 15,000 square feet
- Minimum Setbacks: 25 feet (front), 15 feet (side), 25 feet (rear)
- Brush Management: Consistent with citywide regulations
- Defined development area is specified in **Figure 28**

d. Resort Hotel and Golf Course Property (Area No. 75 on Figure 30)

- Minimum Lot Size: 10,000 square feet
- Brush Management: For residential lots adjacent to the golf course, Brush Management Zone 1 shall be located within the defined development area with the remainder of brush management, per citywide regulations, located in the designated open space.
- Permitted Uses: Uses adjacent to the open space and the MHPA can include recreation, golf courses and driving ranges, streets, parking lots, utility lines, essential public projects, agriculture, resort hotel and dwelling units.
- Road Standards: Rural road standards should be encouraged for the resort hotel and golf course project. This would discourage curbs, gutters, sidewalks and street lights. Private roads may be considered with approval of a PDP for the property.
- A 300-room resort hotel may be considered for the resort hotel and golf course project, consistent with Section III.A.5. of the Plan.
- Per a private agreement, Area No. 62 depicted in **Figure 30** has been conveyed to the resort hotel and golf course property owner. The density associated with this parcel corresponding to the allocation for AR-1-1 parcels designated for development will be transferred to the Shaw Texas site and shall not be included in the residential density calculation for the resort hotel and golf course project. This should be memorialized in the discretionary permit for each project.
- The designated Urban Amenity Open Space area through the property provides an alternative east-west corridor for wildlife movement. If fencing is proposed within the proposed golf course on the resort hotel and golf course property, it should not inhibit wildlife movement through this area. In areas where fencing is appropriate, split-rail type not to exceed four feet in height is recommended. No night lighting of

the golf course, driving range or other accessory facilities is permitted, except low-sodium lights for safety purposes.

- Consistent with the agreements made with the California Department of Fish and Game and U.S. Fish and Wildlife Service, a two-lane access road from Carmel Country Road was constructed to enter the project. The precise size and alignment of this road was defined during review of the tentative map and associated discretionary permits.

e. Del Mar Mesa Estates and Lone Tree Estates (Stephens Parcel, Area No. 67 and 79 on Figure 30)

- Approximately 18 acres within Area No. 67 are located within the Carmel Valley Neighborhood 8 Precise Plan and are within the "Planned Urbanizing" area. The Neighborhood 8 Precise Plan designates this area as Open Space and it is zoned AR-1-1. The density associated with this parcel corresponding to the one dwelling unit/ten-acre density (rounded down to the lower whole number) may be clustered on the flatter portion of the site located within Del Mar Mesa.
- In addition, a portion of Area No. 79 is located within the Planned Urbanizing Area within Carmel Valley Neighborhood 8. Consistent with the above paragraph, the precise acreage designated Planned Urbanizing shall be determined and the density associated with this area corresponding to the zoning may be clustered on the flatter portions of the site.
- Del Mar Mesa, the permitted density on the remainder of Area Nos. 67 and 79 as depicted in the Del Mar Mesa Specific Plan, is one dwelling unit/2.5 acres. The total density for the project equals this number plus the dwelling units associated with land within the Planned Urbanizing Area. For Area No. 67, this equates to a maximum of 18 dwelling units.
- The MHPA boundary may be adjusted consistent with Section III.B.5 of the Del Mar Mesa Specific Plan. Consideration shall be given to increasing the development area shown on APN 308-010-021 in exchange for the preservation of APN 308-010-019 as open space.
- Lot configuration and site design should emphasize canyons, hillsides and ridges as the visual focal points of the neighborhood. The layout of the lots and streets with contour grading shall adapt to the existing topography and natural features, avoiding standard lot sizes and shapes and large amounts of cut and fill.
- The project shall give special attention to the street edges and landscaping to enhance the rural character of homes, open space and views. The street edge should be designed to retain existing natural features and limit site improvements to landscape elements.
- A ten-foot-wide unpaved multiuse trail shall be provided adjacent to Del Mar Mesa Road. In addition, **Figure 20** shows an equestrian trail to the

north of Del Mar Mesa Road along the ridge. This trail shall be located within the defined development area.

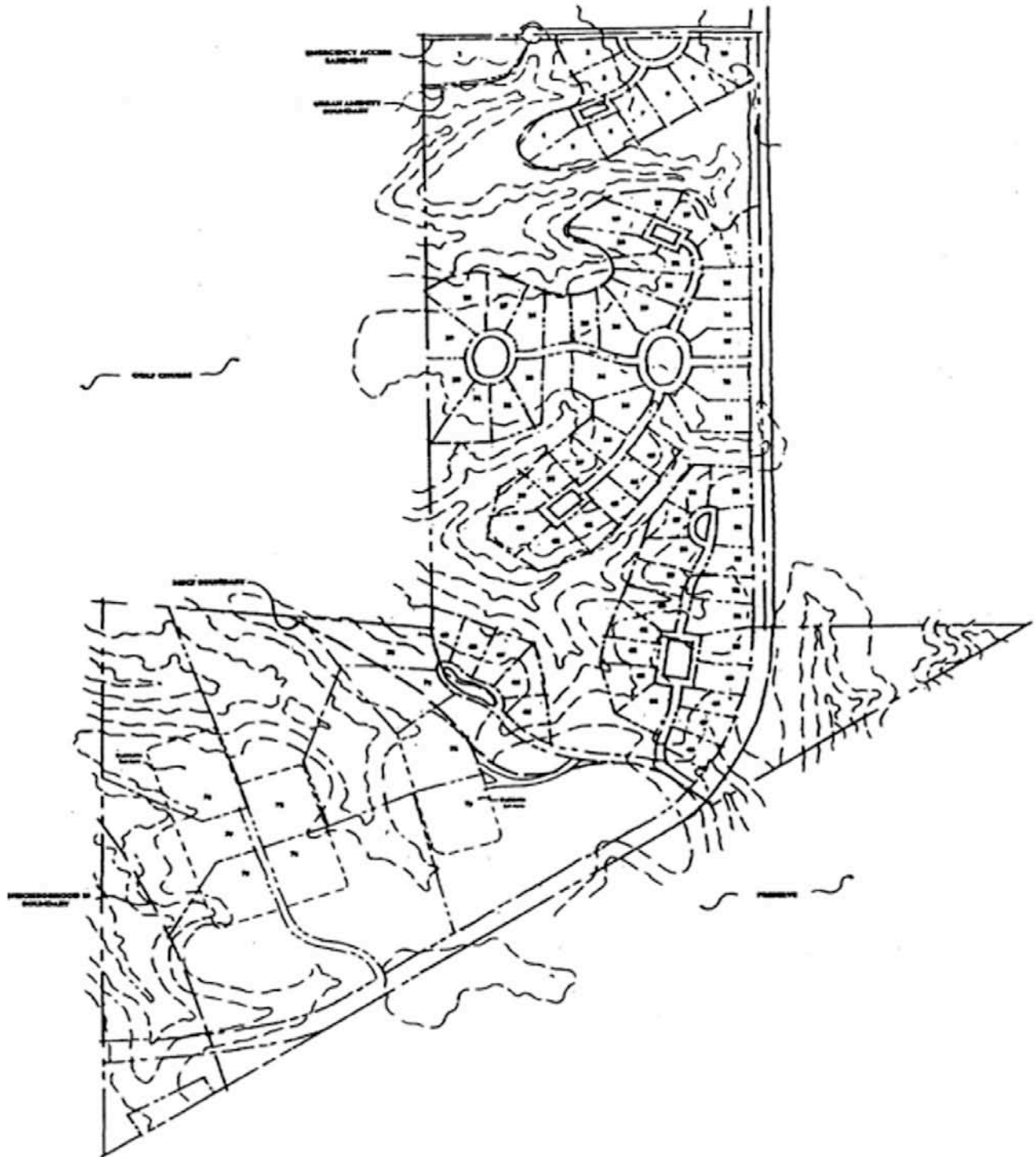
- Streets, drives, parking and emergency vehicle access shall be aligned to conform, as closely as possible, to existing grades to minimize the need for graded slopes. Contour grading should be used to minimize the amount of 2:1 slopes.
- Grading shall be limited to building areas and corridors essential to development of the dwelling units.
- Private streets may be considered for this project with a planned residential development permit.

f. Schlacter Parcel (Area No. 58 on Figure 30)

- The area of disturbance for residential development on this parcel and Brush Management Zone 1 shall be limited to 25 acres and be located in the defined development area as shown on **Figure 5** and **Exhibit A** (the adopted Del Mar Mesa land use map) adopted concurrent with the specific plan.
- With a Planned Development Permit, minimum lot size can be deviated from in order to achieve the dwelling unit allocation for this parcel.
- The project shall incorporate an eight-foot-wide trail connection, as shown on **Figure 20**, to maintain a linkage to designated trail areas to the east.
- The area utilized for residential development and Brush Management Zone 1 on this parcel shall be limited to 25 acres. Areas located within the MHPA that are necessary for public trails, required Road Survey 65 right-of-way, other subarea-wide facilities and Brush Management Zones 2 and 3 shall not be included within the area limitation.
- Grading and cut/fill slopes are generally prohibited outside the 25-acre development area boundary. "Daylight" cuts and fills are encouraged where grading is necessary adjacent to the MHPA. However, due to the presence of several ravines, avoiding grading outside the defined development area in accordance with the above policy would result in an irregular or inefficient lot or street pattern. Therefore, under limited circumstances, graded slopes may extend outside the 25-acre development area, but only within the limit of the Zone 2-3 brush management area. Where this occurs, the area of grading disturbance shall be re-vegetated in-kind with native plant species as a condition of the implementing tentative map and/or planned development permit. Variable slope gradients and contour grading shall be utilized where feasible to simulate adjacent natural slope conditions.

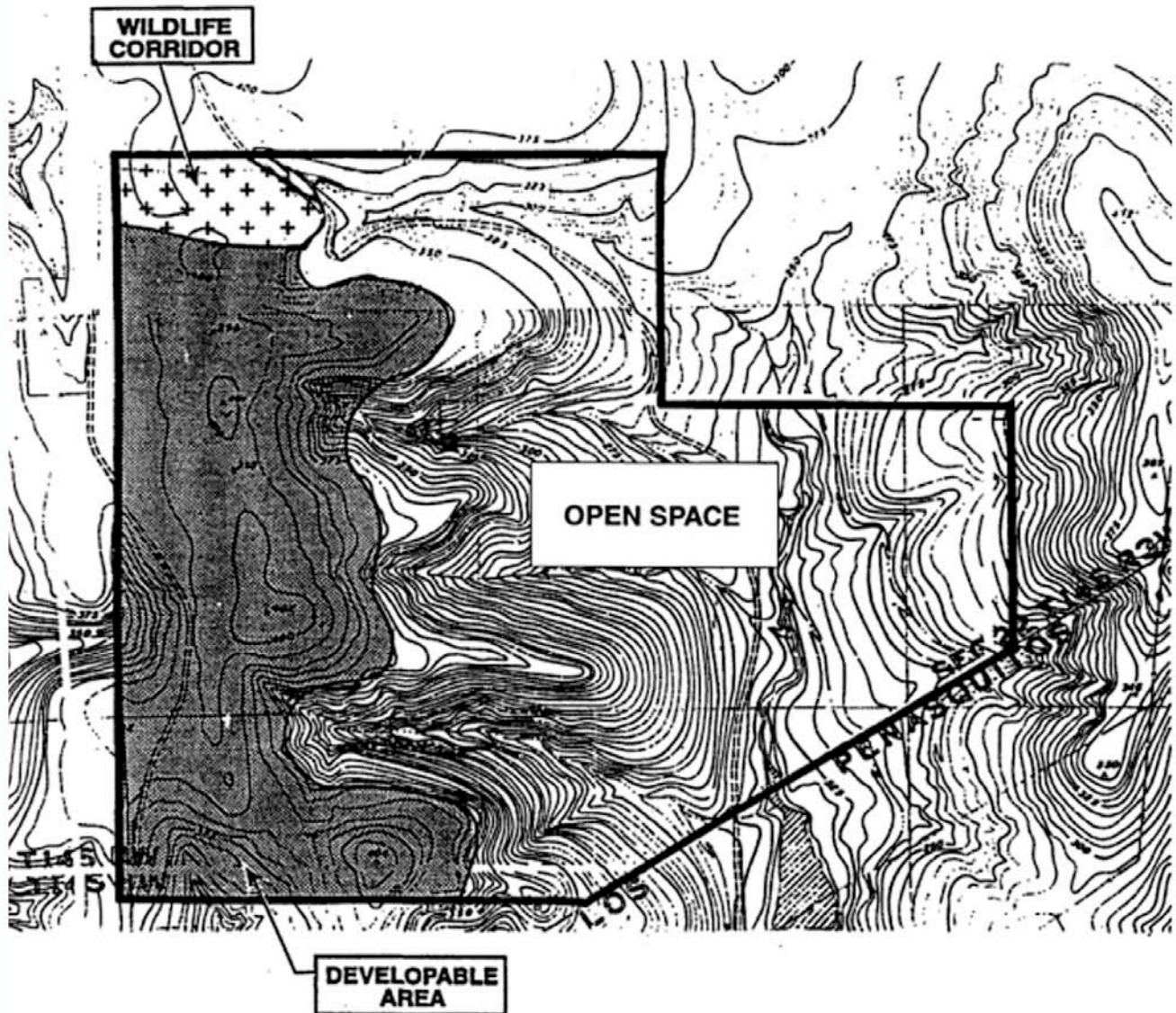
g. Schmid Parcel (Area No. 59 on Figure 30)

- Minimum Lot Size: 15,000 square feet
- Road access shall be located along the southwestern edge of the property adjacent to the Urban Amenity Open Space
- The easternmost lot shall accommodate all brush management within the defined development area subject to the Alternative Compliance provision of the Landscape Technical Manual.



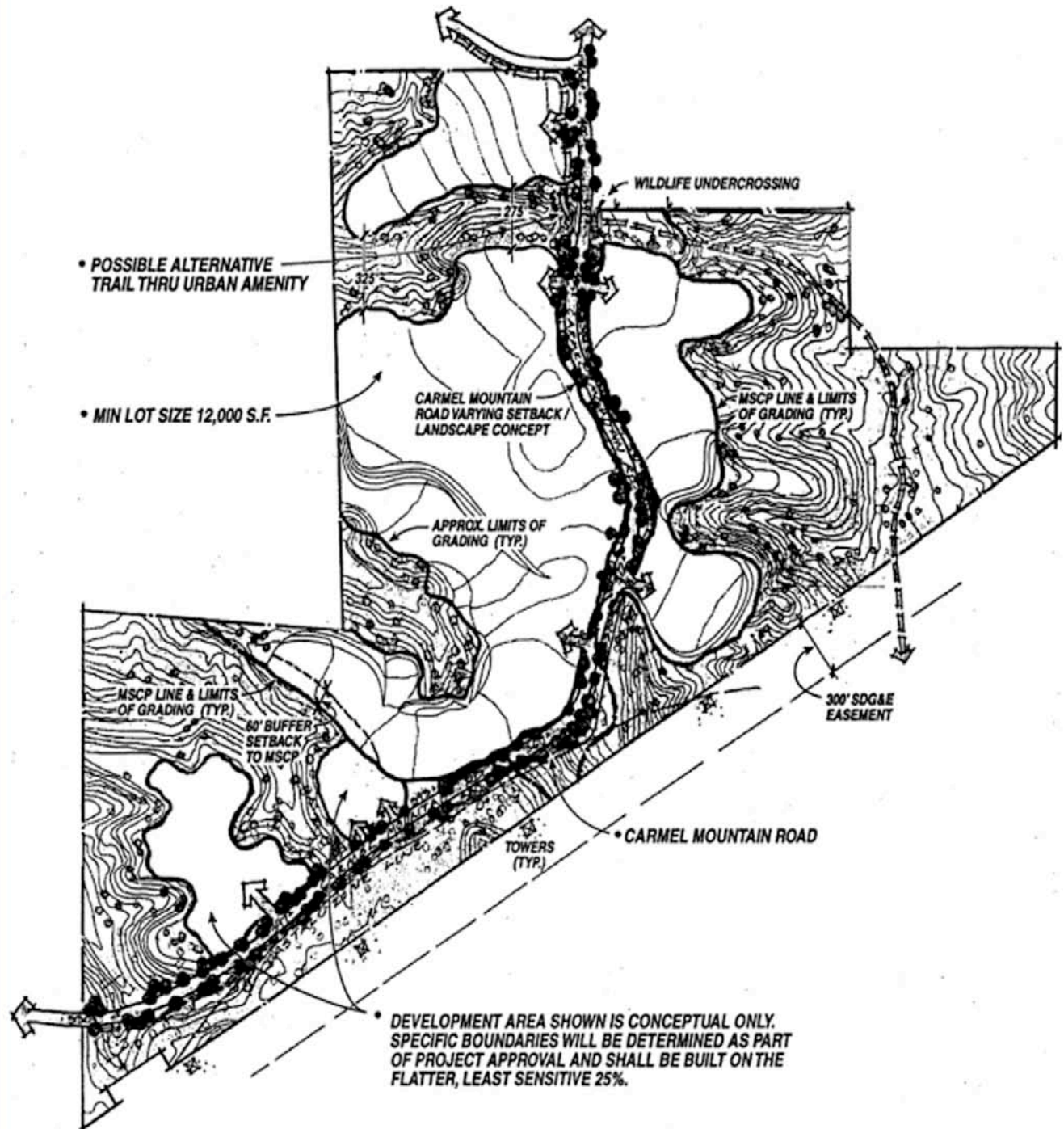
Shaw Texas - Conceptual Site Plan
Del Mar Mesa Specific Plan

25
FIGURE



Lorenz Parcel - Conceptual Land Use Areas
Del Mar Mesa Specific Plan

26
FIGURE

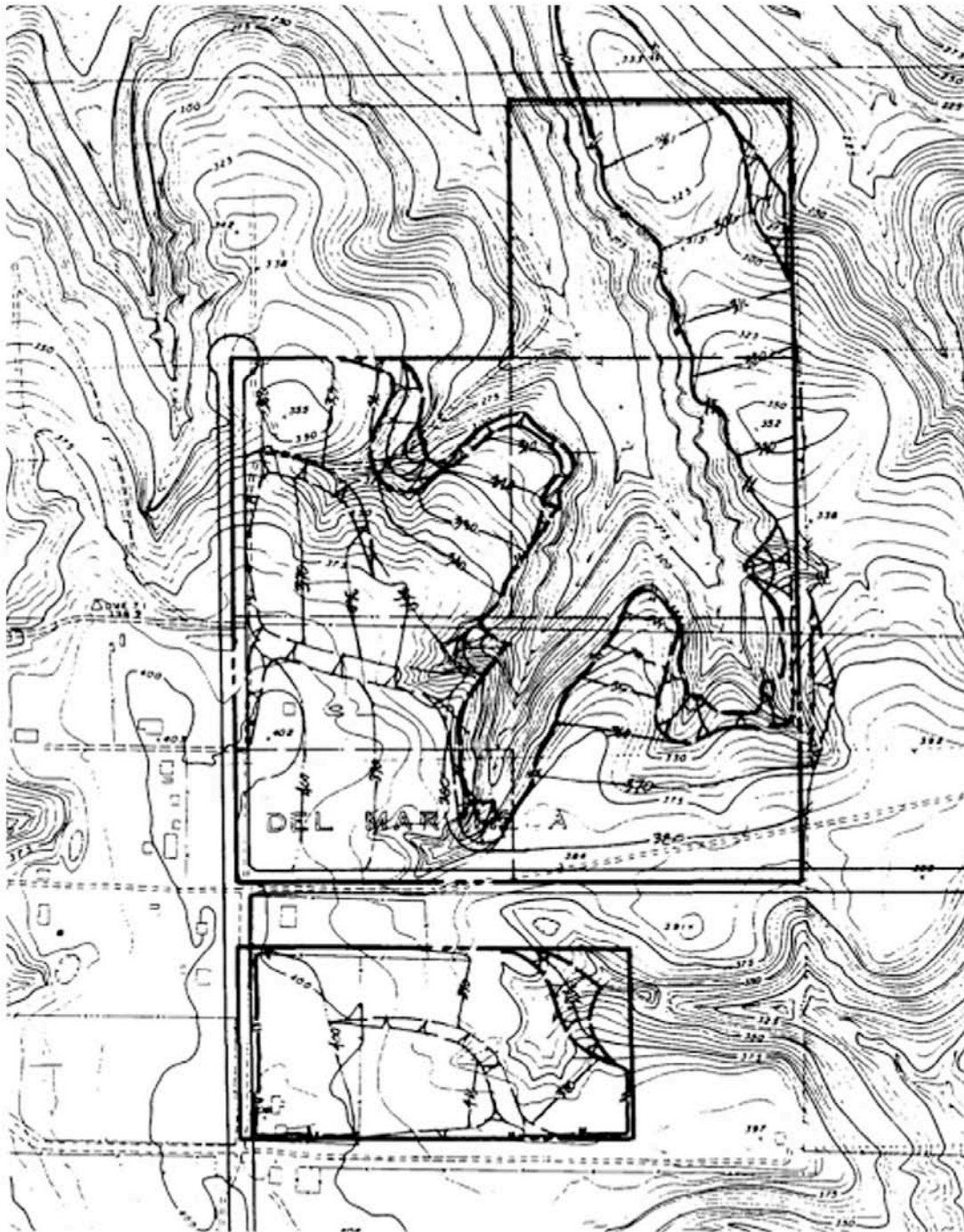


Shaw Texas - Lorenz - Conceptual Site Plan

Del Mar Mesa Specific Plan

27

FIGURE



* Grading is conceptual only and may be refined with tentative map



Mesa Verde - Development Area*
Del Mar Mesa Specific Plan

28
FIGURE

E. ENVIRONMENTALLY SENSITIVE LANDS REGULATIONS AND THE DEL MAR MESA SPECIFIC PLAN REGULATIONS

The Resource Protection Ordinance (RPO) was adopted by the City in 1989. The purpose and intent of this ordinance was “to protect, preserve, and, where damaged, to restore the environmentally sensitive lands of San Diego.” The provisions of the ordinance are applicable to floodways and 100-year floodway fringe areas, all wetland and wetland buffer areas, all natural hillside areas of 25 percent or greater, biologically sensitive lands and significant prehistoric and historic sites and resources. Permitted uses and development regulations relative to these environmentally sensitive lands were established in the resource protection ordinance and are described below for the Plan area.

The Plan was originally adopted when the RPO was in effect. The adoption of the Plan amended RPO excluding the Del Mar Mesa community from the RPO regulations located in the San Diego Municipal Code and replacing RPO with the regulations contained in the Plan. Although projects within Del Mar Mesa still required a RPO permit, the projects were evaluated for conformance to the regulations contained in the specific plan, rather than the Municipal Code. The regulations in the Plan were written to be consistent with the Environmentally Sensitive Lands regulations (ESL) that implement the MSCP program and would replace RPO in the Municipal Code when the Land Development Code was adopted.

With the adoption of the Land Development Code in January 2000, the RPO was replaced by the ESL regulations. The adoption of the LDC eliminated the RPO permit, replacing it with regulations that each project must conform to in order to be approved. Although a RPO permit will not be required, projects within the community of Del Mar Mesa must conform to the regulations included in this Plan and a finding of conformance with these regulations must be made in order to approve any proposed projects in the community. Where the Plan is silent, the ESL regulations are the applicable regulations.

The RPO acted to protect environmental resources on a parcel-by-parcel basis, as land is developed. Council Policy 600-40, which addressed the preparation of long-range plans, was adopted in 1991 to ensure that comprehensive analyses of larger planning areas be conducted consistent with RPO. The Council's objective was to ensure that long-range plans, such as this Plan, were prepared consistent with the purpose and intent of RPO so that conflicts between long-range plans and future development permits which were subject to RPO were reduced.

Specifically, the purpose of the policy was to provide guidelines for the preparation of long-range plans that:

1. Ensured thorough analysis of site constraints and opportunities early in the planning process;
2. Aided in the review of permits and maps for projects in the planning areas;
3. Ensured the protection of environmental resources by preserving contiguous open space systems and providing mechanisms to acquire or protect those resources; and
4. Ensured that adopted land use policies and objectives are considered in the context of the suitability of the planning area for development.

An analysis, focused on biologically sensitive lands as described in the MSCP Subarea Plan, was conducted by the City's MSCP staff for the Plan. The open space and MHPA boundaries were developed in cooperation with the U.S. Fish and Wildlife Service, the California Department of Fish and Game, property owners, developers and environmental groups in an effort to achieve consolidation of larger habitat areas and preservation of ecosystem connections within the Plan.

The Plan was developed to be consistent with the ESL Regulations, which were adopted by ordinance on January 12, 1998, by the City Council, Ordinance number 18456. The ESL Regulations replace the RPO and were designed to better implement the goals of the MSCP.

Development and open space boundaries developed as part of the MSCP planning effort were also analyzed to quantify impacts to steep slopes and evaluate consistency with RPO. The Plan area contains a total of 712 acres of steep slopes. The worst-case scenario assumes that 130 acres of steep slopes, or 18 percent, could be impacted based on the development areas shown. When this encroachment into hillsides is added to the assumed encroachment into biologically sensitive lands, the Plan development program is within the maximum encroachment limitations defined in RPO, when looking at the Plan area as a whole.

Because the above analysis was conducted in conformance with City Council Policy 600-40, RPO, the MSCP and the ESL Regulations, it is deemed to be an adequate analysis of the constraints and opportunities of the Plan with respect to biological and hillside resources, as of the effective date of this Plan. Therefore, for projects within the Estate Residential area, with respect to hillside and biological impacts, decision makers exercising discretion to issue a discretionary permit shall utilize a standard of review of substantial conformity with the Plan.

Projects within the Plan area which impact biologically sensitive land shall comply with the supplemental regulations for resource management set forth in Section IV. F

Projects within the Plan area which impact steep slopes shall comply with the supplemental regulations for resource management set forth in section IV.F. Individual projects within the Estate Residential area shall not be subject to steep hillside encroachment limitations contained in RPO or the ESL Regulations because the analysis conducted in connection with adoption of the Plan has determined that RPO/ESL has been complied with comprehensively in this regard for the entire Plan area.

For other resources regulated by RPO and/or ESL, such as floodplains, wetlands and archeological resources, there was insufficient information available at the time of Plan preparation to conduct an adequate analysis pursuant to City Council Policy 600-40. Therefore, it is anticipated that subsequent discretionary review will be required pursuant to applicable Municipal Code provisions regulating these resources.

Concurrent with adoption of the Plan, the RPO was amended to provide an exemption for projects where development activity is wholly located in the development area, and where development activity observes a 100-foot setback from wetlands, designated floodplains and identified archeological resources, or when development would not demolish or substantially alter a designated historical resource. The RPO was also amended to delete the exemption for single-family residences for parcels wholly or partially within the MHPA. This amendment was necessary to ensure that any development occurring within the proposed preserve area will be located upon the least sensitive portion of the site. These amendments are consistent with the adopted ESL Regulations.

Although a project no longer must obtain a RPO permit, projects are still subject to the supplemental regulations for resource management contained in this specific plan in place of the regulations and definitions in RPO. With the adoption of the ESL regulations, the RPO was repealed and the ESL regulations shall be applicable, except that in any instance where the ESL regulations directly conflict with the Plan or the supplemental regulations for resource management, the Plan and the supplemental regulations for resource management shall control.

All development in Del Mar Mesa is subject to requirements of the California Environmental Quality Act (CEQA). The Del Mar Mesa Master Environmental Impact Report was approved for the Plan area. It is anticipated that environmental review of future projects within the Del Mar Mesa community will be facilitated by this Master EIR.

F. SUPPLEMENTAL REGULATIONS FOR RESOURCE MANAGEMENT

The Plan supersedes where inconsistent with and otherwise supplements the ESL regulations by providing the following supplemental regulations for resource management. These regulations are intended to be consistent with the Multi-Habitat Planning Area boundaries and the ESL regulations which replaced the Resource Protection Ordinance in furtherance of implementing the MSCP. In any instance where the ESL regulations directly conflict with the Plan or these supplemental regulations for resource management, the Plan and the supplemental regulations for resource management shall control. Environmental Impact Report No. 95-0353 prepared for the Plan analyzed those resource regulations specified in the Plan.

1. Wetlands and Wetland Buffers

Wetlands are defined as land which is transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or where the land is covered by shallow water and waters of the United States. Wetlands include all waters subject to the ebb and flow of the tide, including lagoons, estuaries, marshes, mudflats, rivers, streams (including intermittent streams) and associated riparian habitat, natural ponds and lakes, vernal pools and manmade impoundments and drainages with biological value. Wetlands typically display hydrophytic vegetation, hydric soils and characteristic hydrology. Due to seasonal fluctuations and past disturbances by humans, all three components may not be present. To be considered a wetland within this definition, the area must have one or more of the following characteristics:

- a. At least periodically, the land supports predominantly hydrophytes, as defined in the Unified Federal Method Manual (Federal Manual for Identifying and Delineating Jurisdictional Wetlands, January 19, 1989), on file in the City Clerk's Office as Document No. 00-17602;
- b. The substrate meets the criteria for hydric soils, including aquatic soils, as described in the Unified Federal Method Manual; or
- c. The substrate is saturated with water or covered by shallow water at some time during the growing season of each year, or if the hydrologic conditions meet the criteria in the Unified Federal Method Manual.

Wetland Buffers are defined as lands which provide a buffer area of an appropriate size to protect the environmental and functional habitat values of the wetland.

Permitted uses within wetlands are limited to wetlands-related scientific research, wetland restoration projects where the primary purpose is restoration of the habitat, and essential public service projects where it has been demonstrated that there is no feasible less environmentally damaging location or alternative, and where mitigation measures have been provided that assure there is no net loss of wetland habitat function or value. Permitted uses in wetland buffer areas are limited to the uses permitted in wetlands, passive recreational uses such as access paths, public viewpoints, and informational signs, provided

that all necessary mitigation measures are incorporated to protect the adjacent wetlands, and improvements necessary to protect adjacent wetlands, provided that such uses are compatible with protecting wetlands.

A wetlands delineation has not been conducted for the specific plan area; however, based on the vegetation mapping provided in the accompanying EIR, it is anticipated that wetlands may occur on site within areas designated for development. A wetlands delineation shall be required with future discretionary actions to map the precise locations and analyze the potential impacts to wetlands. Development, other than that described above as permitted uses, shall not be allowed within wetlands and wetland buffers. Additionally, numerous vernal pools (approximately 111 acres of habitat) are present in the eastern portion of the specific plan area, which is not designated for development.

Amendments to citywide regulations related to wetlands and wetland buffers have been made in conjunction with the ESL regulations which replace RPO. The wetlands and wetland buffer regulations contained in the Plan have been superseded in their entirety by the adopted ESL regulations.

2. Floodway

The floodway is all land in a 100-year floodplain not lying within a designated floodway. The floodway and 100-year floodplain are identified in the most currently available set of Federal Emergency Management Agency (FEMA) maps covering the City of San Diego, on file with the City's Floodplain Administrator. Permitted uses in the floodway shall be those uses permitted by the underlying zone, subject to the following regulations and the regulations and restrictions of the underlying zone.

New roadways and roadway expansions, except local access roadways, shall be allowed only where indicated in an adopted community plan, the Plan, or identified in the Circulation Element of the General Plan. Low-intensity recreational uses may be permitted.

Within the 100-year floodway, permanent structures and/or fill for permanent structures, roads and other public improvements will be allowed only if the applicant can demonstrate that:

- a. The development is capable of withstanding periodic flooding and does not require the construction of off-site flood protective works including, but not limited to, artificial flood channels, revetments and levees. Flood protection works may be permitted to protect new or existing roads which are identified in the Circulation Element of the General Plan and applicable community plans;
- b. Existing biologically sensitive lands and wetlands and wetland buffers will not be disturbed;

- c. Grading and filling are minimized and harm to the environmental values of the floodway is minimized;
- d. The design of the development incorporates the findings and recommendations of both a site-specific and watershed hydrologic study in order that: (1) there will be no increase in the peak runoff rate from the fully developed site as compared to the discharge that would be expected from the existing undeveloped site as a result of the most intense rainfall expected once every ten years during a six hour period; and (2) the development neither significantly increases nor contributes to downstream bank erosion and sedimentation of wetlands or other biologically sensitive lands; and
- e. There will be no significant adverse water quality impacts to downstream wetlands and other biologically sensitive lands.

Floodplains subject to the 100-year flood have been identified by FEMA for portions of the Plan area. Specifically, Shaw Valley Creek, a tributary of Carmel Valley Creek, is located in the western portion; Deer Canyon Creek is located along the northern boundary and joins with McGonigle Canyon Creek to form Carmel Valley Creek; and unnamed tributaries of Los Peñasquitos Creek are along the southern boundary of the Plan. Areas within the floodplain of Shaw Valley Creek are designated for development; however, a hydrologic study has not been prepared as part of the Plan. Future development within the floodplain will be required to meet the above regulations if fill for permanent structures or roadways is proposed.

3. Sensitive Biological Resources (other than Wetlands and Wetland Buffers)

Sensitive biological resources are defined as land which supports sensitive vegetation or the habitats of rare, endangered, or threatened species or subspecies of animals or plants as defined by the California Endangered Species Act, or the Federal Endangered Species Act, or as otherwise defined in the Land Development Code. Within the Plan area, all lands located within the City of San Diego MHPA are considered sensitive biological resources. Sensitive biological resources may also include areas that support sensitive species of plants or animals.

Permitted uses in areas containing sensitive biological resources shall be those uses permitted by the underlying zone subject to the following regulations and the regulations and restrictions of the underlying zone.

Projects within the Estate Residential area which impact biologically sensitive land will not be required in subsequent ESL review to avoid those resources or comply with encroachment limitations provided that the project conforms with the Estate Residential area established in the Plan and, appropriate mitigation is provided for biological impacts of the project in accordance with subsequent impact analysis conducted in accordance with CEQA and city standards related to mitigation for biological impacts in effect at the time of impact and, the taking of habitat or species within the Estate Residential area is not precluded

by state or federal law or the Take Authorizations or Permits issued to the City by the state or federal governments pursuant to the MSCP.

For properties located wholly within the Resource Based or Urban Amenity Open Space areas, a maximum of 25 percent of the site may be developed with the development area sited upon the least sensitive portion of the site. For properties located partially within the Resource Based or Urban Amenity Open Space areas and partially within the Estate Residential area, any development must occur on the portion of the site outside the Resource Based or Urban Amenity Open Space areas first. If the portion of the site within the Estate Residential area is less than 25 percent of the site area, then encroachment into the Resource Based or Urban Amenity Open Space areas may be permitted to achieve a 25 percent development area.

4. Steep Hillsides

Hillsides occur throughout the specific plan area with the majority of steep slopes located in the northeastern and southern portions of the community which are associated with Deer Canyon, Shaw Valley and Peñasquitos Canyon. The development area is concentrated in the western portion of the plan and would result in the loss of approximately 51 acres of hillsides through future grading and development.

Steep hillsides are defined as all lands having a slope with a natural gradient of 25 percent or greater, (25 feet of vertical distance for each 100 feet of horizontal distance) and a minimum elevation differential of 50 feet.

Permitted uses in the hillside areas shall be those uses permitted by the underlying zone subject to the following regulations and the regulations and restrictions of the underlying zone and the Environmentally Sensitive Lands when applicable to the hillside portion of a parcel.

All development occurring in steep hillsides must comply with the Steep Hillside Guidelines and the City's Grading Regulations. The proposed development shall minimize the alteration of natural landforms and create only new slopes that topographically resemble natural landforms of the surrounding area. Structures proposed on steep hillsides shall be designed to fit the hillside by incorporating construction techniques that minimize alteration of the existing hillside conditions.

Newly created slopes shall not exceed a gradient of 50 percent. Disturbed portions of the site in 25 percent or greater slopes shall be re-vegetated or restored in accordance with the City's Landscape Regulations. All future development proposals which encroach into steep hillsides will require a site specific analysis to determine the precise level of impacts to steep slopes and the corresponding mitigation requirements.

5. Significant Prehistoric and Historic Sites and Resources

Significant prehistoric and historic sites and resources are defined as locations of prehistoric or historic resources that possess unique cultural, scientific, religious or ethnic value of local, regional, state or federal importance. These resources are limited to designated historical resources and historical districts (i.e., prehistoric or historic districts, sites, buildings, structures, or objects included in the State Landmark Register, or the City of San Diego Historical Sites Board List, or included in or eligible for inclusion in the National Register of Historic Places), important archaeological sites (i.e., areas of past human occupation where important prehistoric or historic activities or events occurred such as villages or permanent camps), and traditional cultural properties (i.e., locations of past or current traditional religious or ceremonial observances of importance to an identifiable ethnic group or which are central to a group's origins as a people such as burials, pictographs, petroglyphs, solstice observation sites, traditional gathering areas and sacred shrines).

Permitted uses in lands containing significant prehistoric and historic sites and resources shall be those uses permitted by the underlying zone subject to the following regulations and the regulations and restrictions of the underlying zone.

Substantial alteration, demolition, destruction, removal or relocation of any designated historical resource or any historical building or structure located within a historical district shall not be permitted. Minor alteration of any designated historical resource, or any historical building or historical structure located within a historical district, or any new construction within a historical district may be permitted if the minor alteration or new construction would not adversely affect the special character or special historical, architectural, archaeological or cultural value of the resource.

Important archaeological sites shall be preserved in their natural state, except that up to 25 percent encroachment into any important archaeological site may be permitted if necessary to achieve a reasonable development area. This 25 percent encroachment includes all grading and construction. An additional encroachment of up to 15 percent, for a total encroachment of 40 percent, into important archaeological sites may be permitted for publicly-owned parks and recreation facilities, public schools and major streets if the development is sited, designed and constructed to minimize adverse impacts to important archaeological sites and where it has been demonstrated that there is no feasible, less environmentally damaging location or alternative. Any encroachment into important archaeological sites shall include preservation through avoidance of the remaining portion of the important archaeological site and implementation of a research design and excavation program that recovers the scientific value of the portion of the important archaeological site that would be lost due to encroachment.

Development shall not be permitted in any traditional cultural property unless all feasible measures to protect and preserve the resource are required as a condition of development approval.

Alterations and improvements to prehistoric and historic sites and resources that enhance, restore, maintain or repair the site or resource and which do not adversely affect the special character, or special historical, architectural, archaeological or cultural value of the prehistoric and historic site or resource may be permitted.

A survey to identify prehistoric and historic sites and resources has been completed for the subarea plan. Only the resources located within the resort hotel and golf course property have been evaluated to determine their significance and no resources within this property have been deemed significant. The remaining portions of the specific plan contain numerous (more than 30) sites or resources that have not been evaluated. Site-specific evaluation shall be completed for any future subdivision or development plan to determine the allowable development area, the precise level of impacts to significant prehistoric or historic sites or resource and the corresponding mitigation requirements.

G. FACILITIES FINANCING AND FEES

Public Facilities Financing Plan

In conjunction with development of the Plan, a public facilities financing plan replaced the interim development impact fee and was adopted concurrently with the Plan. The Framework Plan was adopted with the assumption that a phase shift would take place. The Del Mar Mesa Specific Plan was adopted in place of a phase shift. Because any financing element needs to be inclusive, the revised fee analysis addresses financing of those facilities that are specific to Del Mar Mesa as well as a share of the facilities in other areas of the NCFUA assumed necessary that will serve Del Mar Mesa.

In addition to the facilities outlined above, the financing element includes an anticipated phasing schedule and estimated cost for the identified facilities. The Facilities Benefit Assessment (FBA) for Del Mar Mesa is based on the facilities needs specific to Del Mar Mesa and the fair share of the projects needed for the total Future Urbanizing Area. For the purpose of developing a FBA, staff has made assumptions on facilities needs based on the projected population of Del Mar Mesa at build-out.

The Carmel Valley Trunk Sewer construction is to be funded through a Facilities Finance Benefit Assessment. All projects that discharge to this trunk sewer will be charged with that assessment upon pulling building permits. The cost per dwelling unit will be determined with the completion of the Carmel Valley Trunk Sewer Master Plan. Developers will provide a letter of commitment to participate in the FBA District. Additionally, a participation agreement will be entered into for all developments where the flows discharge into the Carmel Valley Trunk Sewer.

Specific Plan Preparation Fee

In accordance with Government Code Section 65456, a Specific Plan Preparation Fee shall be assessed on a per unit basis prior to the issuance of building permits to partially recoup City costs in preparing the Plan.

School Financing

The impact of development within Del Mar Mesa on regional school facilities shall be borne by property owners within the Plan area on a fair share basis. The effected school districts have developed financing plans which identify impacts attributable to projected development and revenue generation mechanisms necessary to mitigate these impacts.

With respect to the Poway Unified School District (PUSD), impacts are capable of being adequately mitigated by and the financing plan relies upon, the district levying school facilities fees ("Statutory School Fees") pursuant to Government Code Sections 53080 *et seq.* and 65995 *et seq.*

With respect to the Del Mar Union School District (DMUSD), Statutory School Fees are not adequate to fully mitigate for school facility impacts. Therefore, prior to City approval of any subdivision, planned development or other discretionary residential development application within the DMUSD, the City shall require each applicant to obtain a Certificate of Compliance or a Certificate of Exemption from the DMUSD. A Certificate of Compliance will be issued by the DMUSD only after the applicant has executed a School Facilities Funding and Mitigation Agreement (in a form substantially similar to the agreement set forth in **Appendix C**) agreeing to pay the specified Mitigation Payment or acquiescing to be annexed into Community Facilities District No. 95-1 of the DMUSD. A Certificate of Exemption shall be issued solely at the discretion of the DMUSD and only when, after analyzing the project, the DMUSD determines that the applicant should not be required to execute a School Facilities Funding and Mitigation Agreement. The DMUSD has agreed to defend, indemnify and hold the City of San Diego harmless from any claim, action, or proceeding against the City arising from or related to the City's requirement that each applicant obtain a Certificate of Compliance or a Certificate of Exemption from the DMUSD prior to project approval to the extent provided in such Indemnification Agreement (See **Appendix C** for Copy of Agreement).

With respect to the San Dieguito Union School District (SDUSD), Statutory School Fees are not adequate to fully mitigate for school facility impacts. Therefore, prior to City approval of any subdivision, planned development or other residential development application within the SDUSD, the City shall require each applicant to obtain a Certificate of Compliance or a Certificate of Exemption from the SDUSD. A Certificate of Compliance will be issued by the SDUSD only after the applicant has executed a School Facilities Funding and Mitigation Agreement acquiescing to be annexed into a Community Facilities District or agreeing to participate in a newly formed Community Facilities District or agreeing to pay a mitigation fee in an amount to be determined by the SDUSD in accordance with its school facilities financing plan. A Certificate of Exemption shall be issued solely at the discretion of the SDUSD and only when, after analyzing the project, the SDUSD determines that the applicant should not be required to execute a mitigation agreement. The SDUSD has agreed to defend, indemnify and hold the City of San Diego harmless from any claim, action, or proceeding against the City arising from or related to the City's requirement that each applicant obtain a Certificate of Compliance or a Certificate of Exemption from the SDUSD prior to project approval to the extent provided in such Indemnification Agreement. (See **Appendix D** for Copy of Agreement.)

Until sufficient students have been generated from this and adjacent areas, and sufficient special taxes are collected to fund the property acquisition and development, the identified school/park site property shall retain development rights consistent with AR-1-1 parcels designated for development in the Plan, except where density is further defined in the Plan. If, prior to acquisition by the DMUSD and/or City of San Diego, the property owner makes application for a subdivision of land or other discretionary action, the City and the DMUSD shall have the opportunity to negotiate purchase of the identified property.

Los Peñasquitos Lagoon Enhancement Fund

Applicants for coastal development permits for projects located in the watershed of the Los Peñasquitos Lagoon shall, in addition to meeting all other requirements of the local coastal program, enter into an agreement with the City of San Diego and the State Coastal Conservancy as a condition of development approval to pay a Los Peñasquitos Lagoon Fund for restoration of the Los Peñasquitos Lagoon and its watershed.

H. OPEN SPACE ACQUISITION PROGRAM

Based upon the significant biological resources contained in the open space in Del Mar Mesa, and the importance of its inclusion in the MSCP as a preserved core area, a main goal of the Plan is, to the greatest extent practicable, the retention as open space the eastern portion of the Del Mar Mesa designated Open Space/Rural Residential. As stated earlier in the MSCP/Open Space Element, the Del Mar Mesa's proximity to the Los Peñasquitos Canyon Preserve results in an area that, if preserved, provides the single most important component of the open space system in the NCFUA.

Due to the overall low-density zoning throughout Del Mar Mesa, density from the preserve area could be clustered onto the area designated for higher density development without impacts to the circulation system. To that end, development in the AR-1-1 areas will partially fund acquisition of the Open Space/Rural Residential areas through the Facilities Benefit Assessment District (FBA), adopted concurrently with the Plan. The potential result is a semirural residential community adjacent to a permanently protected interconnected viable habitat area.

In addition to the FBA, other funds for open space acquisition will include the direction of mitigation funds associated with the construction of SR-56 and other development projects in or outside Del Mar Mesa. Other possible funding sources include the use of an open space acquisition fund, if established, from the potential six million dollars from the resort hotel, revenue bonds guaranteed by this future income stream, or possible federal funding.

Once funds become available, an approach to facilitate resource preservation could be the purchase of options on the open space area to remove properties from the market to allow for time to raise funds for the balance of the purchase price. It should be noted that property owners in the Open Space/Rural Residential areas can develop consistent with the underlying zoning until such time as a determination is made, and funds are available, to acquire such properties.

I. TRANSPORTATION PHASING

As shown on **Table 7**, the Del Mar Mesa Transportation Study assumes a total of 685 residential dwelling units (DUs), a 300-room resort hotel, and a golf course, that are expected to generate 9,880 daily trips. The resort hotel and golf course project includes the resort hotel, the golf course and approximately 140 of the 685 dwelling units. The Transportation Study also assumes two public projects: a nine-acre neighborhood park that generates 450 daily trips and a four-acre school that generates 240 daily trips for a grand total of 10,570 daily trips. Since the publication of the Del Mar Mesa Transportation Study, the number of dwelling units and distribution of park vs. school acreage have been revised slightly. This does not affect the recommendations below.

The phasing of transportation improvements assumes the Alternative 3 network of the Transportation Study that includes the central alignment for SR-56, the Camino Santa Fe connection with the western alignment and Del Mar Mesa Road as a two-lane residential local street.

Special effort has been made to reduce Del Mar Mesa's dependence on road improvements outside of the subarea with the exception of Carmel Country Road, between SR-56 and the northern boundary of Carmel Valley Neighborhood 10. The segment of Carmel Country Road between SR-56 and Carmel Valley Neighborhood 8's southern boundary (including its interchange with the freeway) is already constructed and fully operational. The segment of Carmel Country Road south of Neighborhood 8 to the Neighborhood 10 northern boundary is to be a Four-Lane Major street. This roadway is currently being designed and is scheduled to be fully constructed in 1997. The segment south of the Neighborhood 10 northern boundary is also being designed and is expected to be fully constructed in 1998.

The following pages describe the two phases of the Transportation Phasing Plan.

Phase 1

Carmel Country Road is a vital road that serves Del Mar Mesa and developments in Carmel Valley. According to the City-approved traffic study for Neighborhoods 8A and 10 Combined Transportation Phasing Plan (8A/10 CTPP), June 26, 1995, Carmel Country Road is classified as a Four-Lane Major street from SR-56 to south of Neighborhood 10's northern boundary (see Figure 14).

The Four-Lane Major street segment of Carmel Country Road has a maximum desirable traffic volume of 30,000 daily trips. Of these 30,000 daily trips, about 14,994 are from Carmel Valley Neighborhoods 8A, 10 and Torrey Hills (see **Table 9**). The remaining maximum desirable volume is therefore approximately 15,000 daily trips, of which 5,000 daily trips would be utilized by the existing development in Carmel Valley Neighborhood 8 (Palacio Del Mar, located east of Carmel Country Road and north of Del Mar Mesa Road).

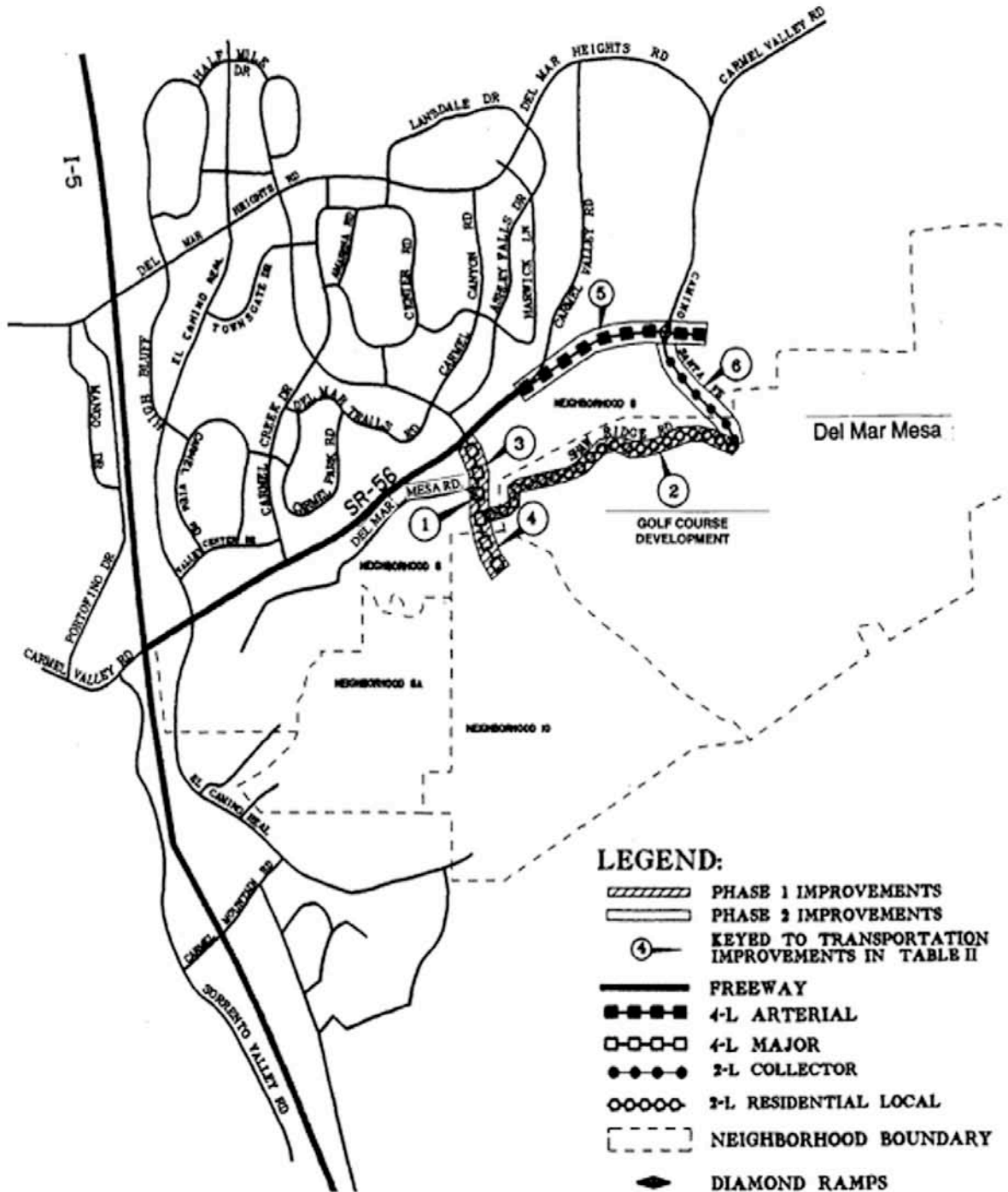
This would result in a 10,006 (30,000 maximum desirable traffic - 19,994 trips from Torrey Hills, Carmel Valley Neighborhoods 8, 8A and 10) traffic volume reserve on this segment of Carmel Country Road that could be utilized by Del Mar Mesa developments. Given the spatial distribution of Del Mar Mesa's developable land ownership, substantial amount of property is on the east side of the subarea. Therefore, not all of the 10,006 daily trips may be utilized at this stage of development. It is expected that the equivalent of 6,600 daily trips will be generated in the first phase of Del Mar Mesa developments.

In addition to improvement of Carmel Country Road (north of Carmel Valley Neighborhood 10's northern boundary) as a Four-Lane Major street, Del Mar Mesa Road is also recommended to be improved as a two-lane residential local street (38 ft. c/c width) with a maximum desirable volume of 2,200 Average Daily Traffic (ADT).

At this phase, traffic signals need to be installed at Carmel Country Road at the entrance to the resort hotel and golf course project (to be paid for by the developer only) if this project is to proceed in this phase, and at the intersection of Carmel Country Road at the entrance to the Carmel Valley Neighborhood 8 development (Palacio Del Mar). Cost for installation of this signal is to be paid for by Carmel Valley FBA and the Del Mar Mesa on a fair share basis.

A list of Phase 1 improvements follows:

1. Carmel Country Road constructed as a Four-Lane Major street, from SR-56 to south of Carmel Valley Neighborhood 10's northern boundary. This improvement is in Carmel Valley's Neighborhoods 8A/10 CTPP. Del Mar Mesa is to pay its fair share of this project through the formation of a reimbursement district.
2. Del Mar Mesa Road constructed as a two-lane residential local street from Carmel Country Road to Camino Santa Fe. This improvement is to be paid to by the Del Mar Mesa FBA.
3. Traffic signals to be installed at Carmel Country Road at the entrance to Carmel Valley Neighborhood 8's development (Palacio Del Mar). This improvement is to be paid for by Carmel Valley FBA and the Del Mar Mesa FBA on a fair share basis.
4. Traffic signals to be installed at Carmel Country Road/resort hotel and golf course entrance (if this project is to proceed at this phase). This improvement is to be paid for by the developer.



Transportation Phasing Alternatives

Del Mar Mesa Specific Plan

**TABLE 9
DISTRIBUTION OF DAILY TRIPS BY DEVELOPMENT ON
CARMEL COUNTRY ROAD FOR PHASE 1**

CARMEL COUNTRY ROAD DAILY TRIPS		
Development	Sr-56 To South Of Neighborhood 10's Northern Boundary (Four-Lane Major)	South Of Neighborhood 10's Northern Boundary To Carmel Mountain Road (Four-Lane Modified Collector)
Torrey Hills ¹	1,440	1,440
Neighborhood 8	5,000	—
Neighborhood 8A	3,950	3,950
Neighborhood 10	9,604	9,604
Subarea V, with Maximum Potential Development ²	6,600	—
TOTAL	26,594	14,994

1. The source for Torrey Hills and Carmel Valley Neighborhood's 8A & ten trips is Table 13 of the Transportation Analysis for Carmel Valley Neighborhood 8A, by Urban Systems Associates, June 26, 1995.
2. Potential development at this phase may be the resort hotel and golf course development with 4,400 daily trips and an additional 220 dwelling units, or any other combination of development totaling the equivalent of 6,600 ADT.

Phase 1 Development Threshold for Del Mar Mesa Road

Existing and future developments utilizing Del Mar Mesa Road to access Carmel Country Road, prior to the construction of Camino Santa Fe and its connection to SR-56, are subject to a collective maximum cap of 2,200 Average Daily Traffic (ADT), or 220 equivalent single family dwelling units (EDU), as shown on **Table 10** below:

TABLE 10
PHASE 1 DEVELOPMENT THRESHOLD FOR DEL MAR MESA ROAD

DEVELOPMENT	ADT	EDU
Existing Residential Dwellings	250	25
Hotel & Golf Course Maintenance Employees	50	5
Future Single family Dwellings	1,900	190
Total	2,200*	220

*The distribution of traffic generation shown are estimates. The estimated ADTs can be from any combination of existing and future development, on a first-come, first-served basis, subject to the 2,200 ADT thresholds.

Del Mar Mesa Road shall not be used for commercial deliveries associated with the resort hotel and golf course. The only access from the resort hotel and golf course to Del Mar Mesa Road is for maintenance employees.

There is no residential, employee or service access from Del Mar Mesa Road to hotel/golf course development. Access for maintenance employees and emergency access are the only types of access that exist from Del Mar Mesa Road to the hotel/golf course development.

Monitoring

Monitoring of the Phase 1 developments in Del Mar Mesa will be done by the Facilities Financing Section of the Comprehensive Planning Division through building permit issuance on a first-come, first-served basis. Permits will not be issued once the Phase 1 threshold of 2,200 daily trips is reached.

Phase 2

The remaining dwelling units and/or other developments may be constructed at the second phase of development in Subarea V. The required infrastructure to support the rest of developments in the subarea are shown in **Figure 29** and described below:

5. A four-lane arterial road (as an interim improvement prior to Caltrans' completion of SR-56), from the existing eastern terminus of SR-56 to Camino Santa Fe and a grade separated interchange. Costs for the interchange bridge is to be paid for by the City. Costs for the interchange ramps at Camino Santa Fe are to be paid for by the FUA and Subarea V FBA on a fair share basis.
6. Camino Santa Fe connection constructed as a two-lane collector street from SR-56 to Del Mar Mesa Road. This improvement is to be paid by Del Mar Mesa developments.
7. Once the improvements specified in Nos. 5 and 6 above are in place, the central portion of Del Mar Mesa Road may be considered for closure either by gate or cul-de-sac.

Street improvements in Phase 2 conclude the required transportation phasing improvements for all of Del Mar Mesa.

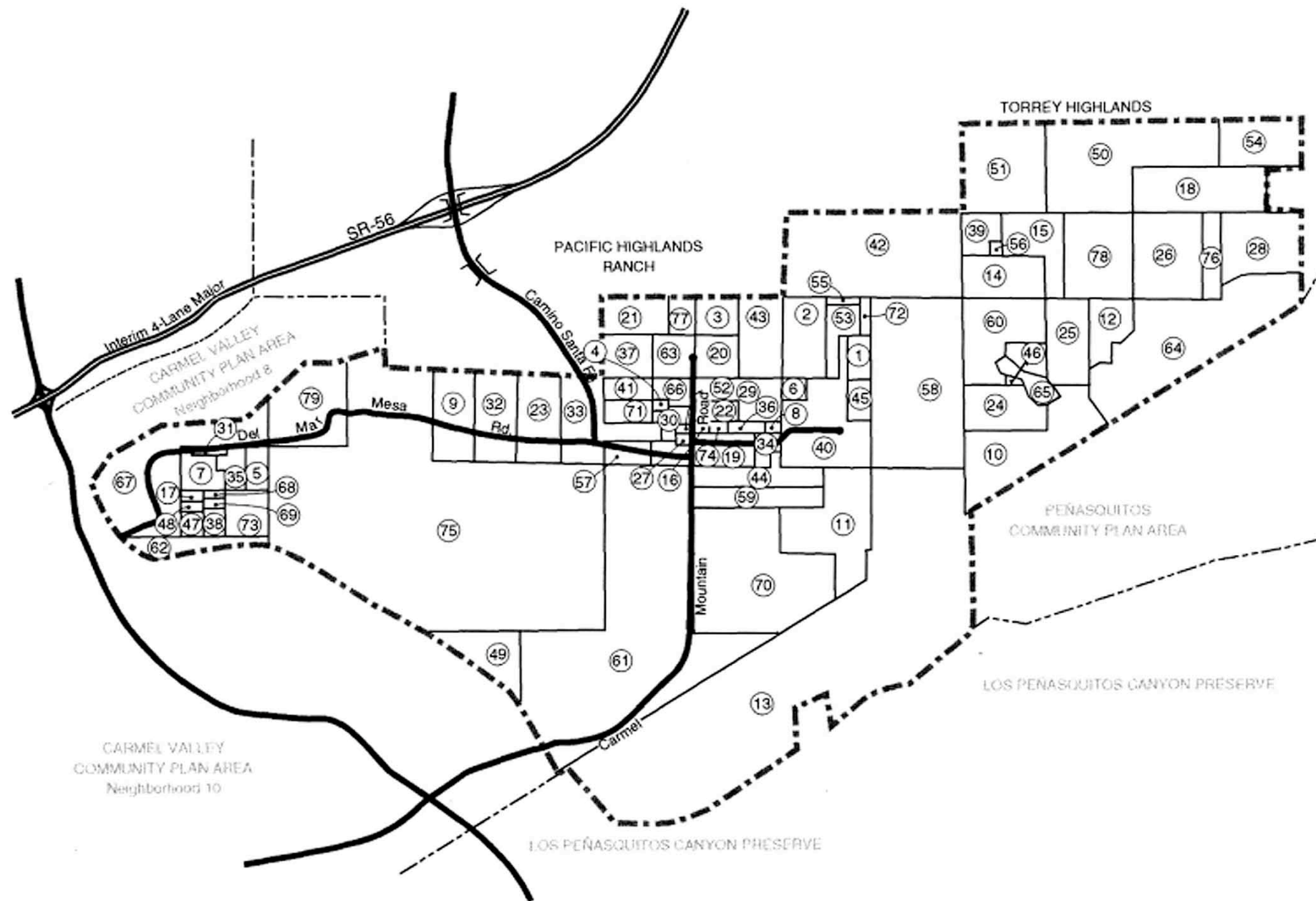
Phasing Plan Summary:

For ease of reference, a phase-by-phase summary of land use thresholds and their associated transportation improvements are listed in **Table 11**. **Figure 29** illustrates all the improvements referred to in **Table 11**. The details of Del Mar Mesa financing and its relation to adjacent neighborhoods are discussed in detail in the Del Mar Mesa Facilities Financing Plan.

TABLE 11
TRANSPORTATION PHASING PLAN FOR DEL MAR MESA REQUIRED IMPROVEMENTS & BUILDING PERMITS NOT TO EXCEED^{1,2}

PHASE	DAILY TRIPS	TRANSPORTATION IMPROVEMENTS
1	6,600	<ol style="list-style-type: none"> 1. Carmel Country Road constructed as a Four-Lane Major street from SR-56 to south of Neighborhood 10's northern boundary.³ 2. Del Mar Mesa Road constructed as a two-lane residential local street, from Carmel Country Road to Camino Santa Fe. Developer only.⁴ 3. Traffic signal to be installed at Carmel Country Road/Neighborhood 8 development (Palacio Del Mar) entrance. A fair share to be paid by the Carmel Valley FBA and the Del Mar Mesa FBA on a fair share basis. 4. Traffic signal to be installed at Carmel Country Road/Resort hotel entrance. Developer only.⁴
2	3,280	<ol style="list-style-type: none"> 5. A four-lane arterial road (as an interim improvement prior to Caltrans' completion of SR-56), from the existing eastern terminus of SR-56 to Camino Santa Fe, including a grade separated interchange. Costs for the four-lane arterial road and the interchange bridge are to be paid for by the City of San Diego. Costs for the interchange ramps are to be paid by the Pacific Highlands Ranch FBA and Del Mar Mesa FBA on a fair share basis. 6. Camino Santa Fe connection constructed as a two-lane collector street from SR-56 to Del Mar Mesa Road. This improvement is to be paid by the Del Mar Mesa FBA.⁴

1. This Transportation Phasing Plan is intended as a guideline to sequentially provide the roads that are required to support the developments in Del Mar Mesa. It must be updated on a regular basis to reflect the actual land development and trip distribution patterns in the area.
2. Building permits may not be obtained to construct any dwelling units beyond the daily trips threshold that is listed under column 2, unless the projects that are listed under the "Transportation Improvements" column are: completed; under contract; bonded; scheduled in the City's Capital Improvements Program for the same year building permits are requested; or programmed in the State Transportation Improvement Program (STIP) for the same year that building permits are requested.
3. Construction of Carmel Country Road is also a condition of development for any or all of the following developments: Carmel Valley Neighborhoods 8A and 10 and Torrey Hills for which Del Mar Mesa must pay its fair share contribution through the formation of a reimbursement district.
4. "Developer only" means the improvement is to be constructed and be 100 percent paid for by the adjacent developer.



Summary

Area No.	APN	Approx. Plan Ac.	Area No.	APN	Approx. Plan Ac.	Area No.	APN	Approx. Plan Ac.
1	308-020-10	5.0	30	308-020-76	2.3	60	309-010-18	29.2
2	308-020-07	20.0	31	307-041-19	1.4	61	308-041-01	192.9
3	308-020-06	10.0	32	308-010-14	19.5		308-030-05	
4	308-020-43	10.0	33	308-020-78	24.9		308-021-10	
5	308-020-64	1.0		308-020-77			308-021-01	
6	307-041-12	5.0		308-020-38		62	307-041-03	69.6
7	308-020-34	2.5		308-010-17		63	308-020-53	10.0
8	307-041-09	8.0	34	308-020-56	3.6	64	309-010-31	83.7
9	308-020-59	1.0	35	307-041-11	5.6		309-010-30	
10	308-010-15	13.5		307-041-20			309-010-29	
	309-010-14	47.9	36	308-020-65	2.0		309-010-27	
	309-010-13		37	308-020-02	10.0		309-010-25	
	309-010-24		38	307-041-18	3.0		309-010-23	
11	308-021-05	34.9		307-041-17			309-010-20	
	308-021-04		39	306-050-22	9.0		309-010-10	
12	309-010-28	12.3	40	308-020-63	35.0		309-010-09	
	309-010-23			308-020-19			309-010-08	
13	308-021-08	251.5		308-020-17			309-010-07	
	308-021-06			308-020-09			309-010-05	
	308-021-07		40	308-020-49	5.0		309-010-04	
	308-041-05		42	305-041-03	80.0		306-050-31	
	308-031-06		43	308-020-2	20.0	65	309-010-22	5.7
14	306-050-12	20.0		308-020-05		66	308-020-62	6.0
15	306-050-11	17.5	44	308-021-11	15.6		308-020-25	
16	308-020-66	1.0		308-020-45			308-020-24	
17	307-041-08	1.2	45	308-020-13	5.1	67	307-040-58	62.9
18	306-050-21	30.0	46	309-010-19	57.5	68	307-041-14	1.0
	306-050-07		47	307-041-06	2.8	69	307-041-15	1.0
19	308-020-74	15.2	48	307-041-07	1.0	70	308-021-09	78.4
	308-020-57		49	308-030-19	20.0		308-021-03	
20	308-020-41	10.0	50	308-050-20	60.0	71	308-020-48	5.0
21	308-020-01	15.0	51	306-050-09	40.0	72	308-020-14	2.2
22	308-020-22	5.0	52	308-020-75	3.7	73	307-041-13	10.0
23	308-010-16	19.6	53	308-020-12	8.3	74	308-020-67	1.0
24	309-010-15	18.7		308-020-11		75	308-011-09	347.9
25	309-010-02	20.0		308-020-08			308-011-08	
26	306-050-29	32.3	54	306-050-05	20.0		308-011-07	
27	308-020-73	1.3	55	308-020-13	2.0		308-011-06	
28	306-050-30	29.4	56	306-050-23	1.0		308-011-05	
29	308-020-23	15.0	57	308-020-31	5.0		308-011-04	
			58	308-020-72	80.0		308-011-03	
				308-020-71			308-011-02	
			59	308-021-12	14.7		308-010-08	
						76	306-050-14	6.7
						77	308-020-52	5.0
						78	306-050-26	32.5
						79	308-010-21	42.5
							308-010-19	

Total 2,72.0

- 130.0

(Extend Outside
Subarea

2.042.0

